
Exhibit B: City of Salem Application Forms



Land Use Application

Planning/Permit Application Center

City Hall / 555 Liberty St. SE / Room 320 / Salem, OR 97301-3513

503-588-6173 * planning@cityofsalem.net

If you need the following translated in Spanish, please call 503-588-6256.

Si usted necesita lo siguiente traducido en español, por favor llame 503-588-6256.

Application type

Please describe the type of land use action requested:

CLASS 3 SITE PLAN REVIEW, CLASS 1 DESIGN REVIEW, CLASS 2 ADJUSTMENTS, AND CLASS 2 DRIVEWAY APPROACH PERMIT

Work site location and information

Street address or location of subject property	1610 LANCASTER DRIVE SE, SALEM OR 97317
Total size of subject property	±0.40 acres
Assessor tax lot numbers	08 2W 06AB Tax Lot 9200
Existing use structures and/or other improvements on site	Single family home to remain.
Zoning	RM-II
Comprehensive Plan Designation	Multi-Family Residential
Project description	6-PLEX APARTMENT BUILDING WITH PARKING, OPEN SPACE, AND SIDEWALK IMPROVEMENTS

People information

	Name	Full Mailing Address	Phone Number and Email address
Applicant	JORDAN SCHWEIGER, GOOD WELL CONSTRUCTION, INC.	GOOD WELL CONSTRUCTION, INC. 2825 FOXHAVEN DRIVE SE SALEM, OR 97306	jordan.schweiger@gmail.com 503-375-6205
Agent	ZACH PELZ, AICP AKS ENGINEERING & FORESTRY, LLC	AKS ENGINEERING & FORESTRY, LLC 3700 RIVER ROAD N, SUITE 1 KEIZER, OR 97303	503-400-6028 pelzz@aks-eng.com

Project information

Project Valuation for Site Plan Review	\$675,000
Neighborhood Association	Southeast Mill Creek Neighborhood Association
Have you contacted the Neighborhood Association?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Date Neighborhood Association contacted	12/10/20
Describe contact with the affected Neighborhood Association (The City of Salem recognizes, values, and supports the involvement of residents in land use decisions affecting neighborhoods across the city and strongly encourages anyone requesting approval for any land use proposal to contact the affected neighborhood association(s) as early in the process as possible.)	Emailed a Conceptual Site Plan to the SEMCA Chair and Land Use Chair
Have you contacted Salem-Keizer Transit?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Date Salem-Keizer Transit contacted	
Describe contact with Salem-Keizer Transit	

Authorization by property owner(s)/applicant

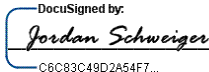
***If the applicant and/or property owner is a Limited Liability Company (LLC), please also provide a list of all members of the LLC with your application.**

Copyright release for government entities: I hereby grant permission to the City of Salem to copy, in whole or part, drawings and all other materials submitted by me, my agents, or representatives. This grant of permission extends to all copies needed for administration of the City's regulatory, administrative, and legal functions, including sharing of information with other governmental entities.

Authorizations: Property owners and contract purchasers are required to authorize the filing of this application and must sign below.


- § All signatures represent that they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- § I (we) hereby grant consent to the City of Salem and its officers, agents, employees, and/or independent contractors to enter the property identified above to conduct any and all inspections that are considered appropriate by the City to process this application.
- § I (we) hereby give notice of the following concealed or unconcealed dangerous conditions on the property:

Electronic signature certification: By attaching an electronic signature (whether typed, graphical or free form) I certify herein that I have read, understood and confirm all the statements listed above and throughout the application form.

Authorized Signature:  _____
C6C83C49D2A54F7...

Print Name: Jordan Schweiger - Good Well Construction, Inc. (Applicant) **Date:** 12/17/2020 | 21:33 PST

Address (include ZIP): 2825 Foxhaven Drive SE, Salem, OR 97306

Authorized Signature:  _____
8559EF8CD08E444...

Print Name: Jeff Starkey - 1610 Lancaster Dr SE LLC (Owner) **Date:** 12/18/2020 | 09:23 EST

Address (include ZIP): 2350 Timothy Drive NW, Salem, OR 97303

(For office use only)		
Received by	Date:	Receipt Number:

Not using Internet Explorer?

Save the file to your computer and email to planning@cityofsalem.net.

Exhibit D: Neighborhood Contact Information

December 10, 2020



Cory Poole, Chair
Southeast Mill Creek Neighborhood Association (SEMCA)
robosushi@robosushi.com

Alan Rasmussen, Land Use Chair
Southeast Mill Creek Neighborhood Association (SEMCA)
arasmussen@modernbuildingsystems.com

RE: Neighborhood Contact for a Land Use Application Regarding Multi-family Residential Use at 1610 Lancaster Drive SE

Dear Mr. Poole and Mr. Rasmussen,

The purpose of this communication is to provide a brief summary of our project and other pertinent information that may be of interest to and your constituents. This letter also serves to provide our contact information so that you know where to turn with questions and/or comments regarding the project. AKS Engineering & Forestry, LLC is preparing a land use application on behalf of our client, Good Well Construction, Inc., concerning property within your neighborhood association boundary. The name, telephone number, and email address of the Applicant are as follows:

Good Well Construction, Inc.
503-375-6205
jordan.schweiger@gmail.com

The application involves a Site Plan Review, Multi-family Design Review, and a Driveway Approach Permit to accommodate 6 new homes (within one building) on property located at 1610 Lancaster Drive SE (Marion County Assessor's Map 08 2W 06AB, Tax Lot 9200) in Salem. The site is shown on the enclosed Vicinity Map and Conceptual Site Plan. Please note that the attached Conceptual Site Plan is based on preliminary plans. You will receive official notice from the City of Salem requesting comments on the application when it is deemed complete by the City.

Please contact me directly with any questions about the project.

Sincerely,
AKS ENGINEERING & FORESTRY, LLC

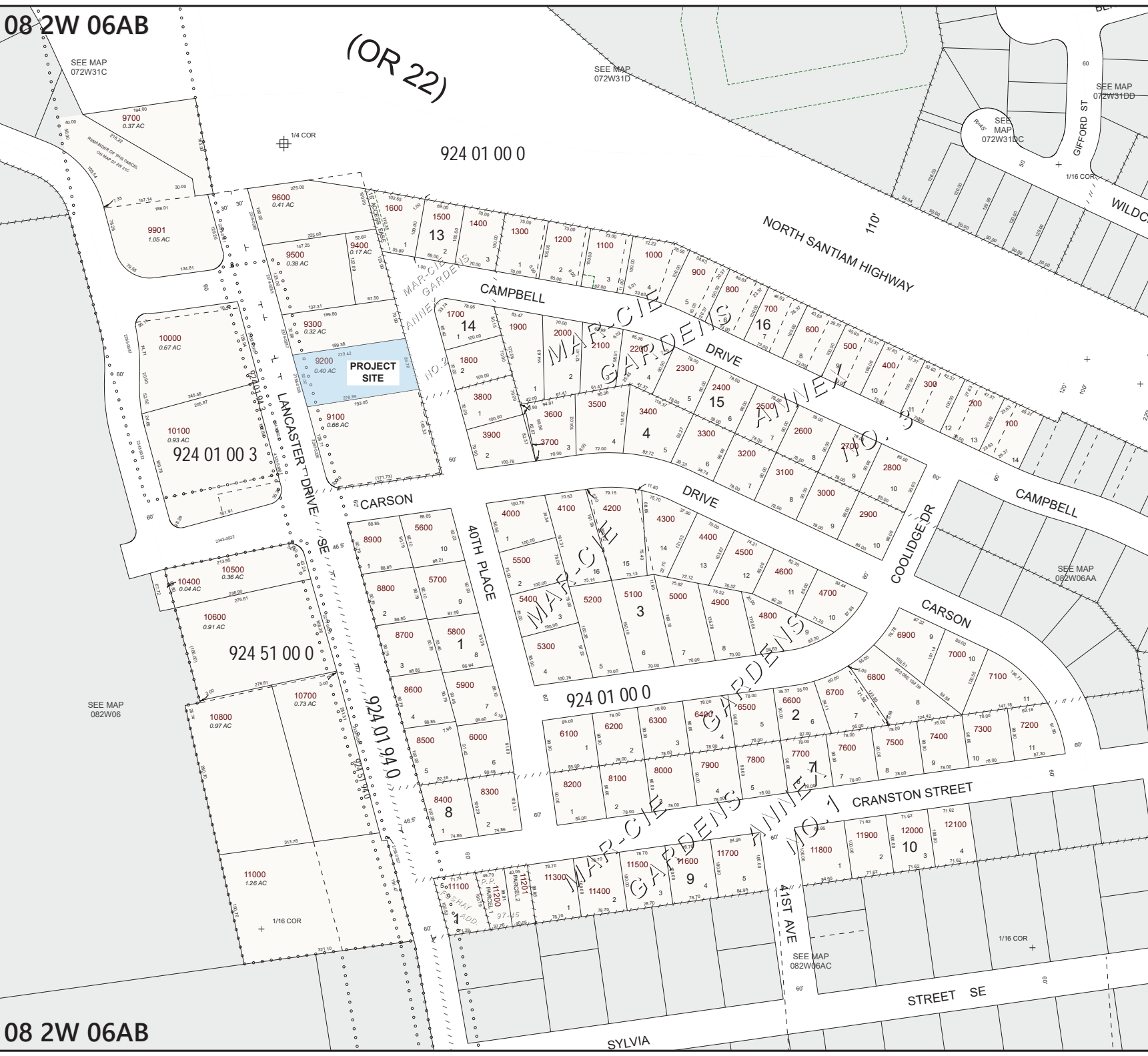
A handwritten signature in blue ink that reads 'Curt Fisher'.

Curt Fisher, Land Use Planner
3700 River Road N, Suite 1
Keizer, OR 97303
(503) 400-6028 | fisherc@aks-eng.com

Enclosures:
Vicinity Map
Conceptual Site Plan

08 2W 06AB

08 2W 06AB



08 2W 06AB
SALEM



MARION COUNTY, OREGON
NW1/4 NE1/4 SEC6 T8S R2W W.M.
SCALE 1" = 100'

LEGEND

- LINE TYPES
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

- CORNER TYPES
- + 1/16TH Section Cor.
 - ⊙ DLC Corner
 - ⊕ 1/4 Section Cor.
 - 16, 15
 - ⊕ Section Corner
 - 21, 22

NUMBERS

Tax Code Number

000 00 00 0

Acreage 0.25 AC All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES

Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



CANCELLED NUMBERS			
9000			
9800			
9900			
9902			
10200			
10300			
10401			
10501			
10900			

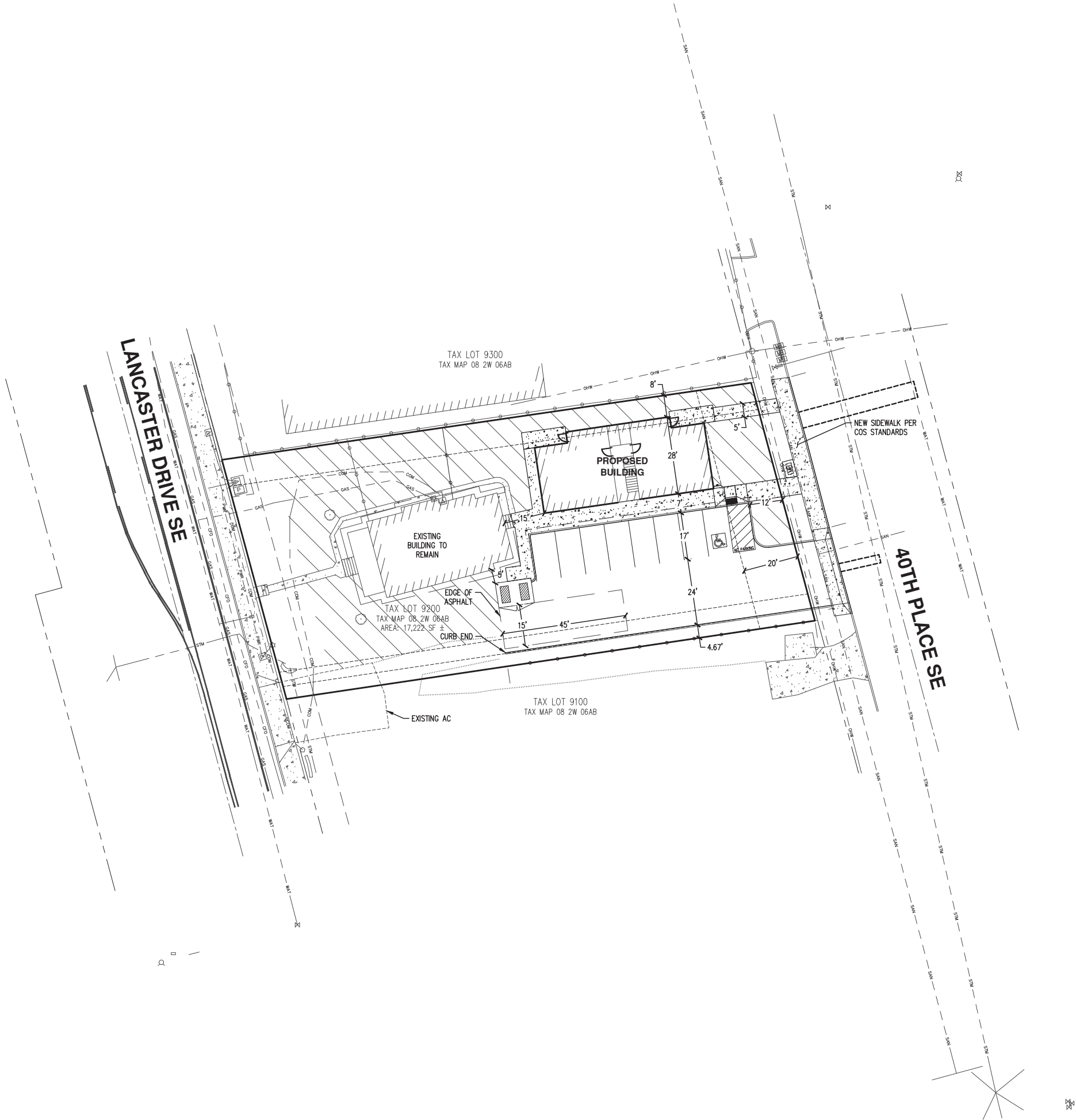
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us

PLOT DATE: 3/28/2019

SALEM
08 2W 06AB



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
BUILDING COVERAGE AREA = 1,359± SF

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
BUILDING COVERAGE AREA = 4,428 (1,476 SF/FLOOR)

LOT COVERAGE SUMMARY:

BUILDING COVERAGE = 3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) = 5,600± SF
LANDSCAPED AREAS = 8,437± SF

OPEN SPACE SUMMARY:

OPEN SPACE REQUIRED = 3,445 SF (20% OF GROSS SITE AREA)



OPEN SPACE PROVIDED = 5,505± SF (31% OF GROSS SITE AREA)

PARKING SUMMARY:

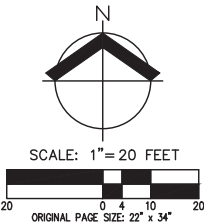
OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES

TOTAL PARKING REQUIRED = 7 SPACES

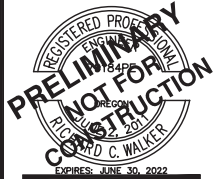
OFF-STREET PARKING PROVIDED = 8 SPACES (INCLUDES 1 ACCESSIBLE STALL)

BICYCLE PARKING REQUIRED = 4 SPACES

BICYCLE PARKING PROVIDED = 4 SPACES



**CONCEPTUAL SITE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**



JOB NUMBER:	8106
DATE:	11/17/2020
DESIGNED BY:	TDR
DRAWN BY:	KNU
CHECKED BY:	RCW

C100

1610 Lancaster Drive SE

Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit

Date: January 2021

Submitted to: City of Salem
555 Liberty Street SE, #305
Salem, OR 97301

Applicant: Good Well Construction, Inc.
2825 Foxhaven Drive SE
Salem, OR 97306

AKS Job Number: 8106



3700 River Road N, Suite 1
Keizer, OR 97303
503.400.6028

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Exhibits

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Exhibit C: Pre-Application Report

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Exhibit E: Property Ownership

Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit

Submitted to:	City of Salem 555 Liberty Street SE, #305 Salem, OR 97301
Applicant:	Good Well Construction, Inc. 2825 Foxhaven Drive SE Salem, OR 97306
Property Owner:	1610 Lancaster Drive SE, LLC 2350 Timothy Drive NW Salem, OR 97304
Applicant's Consultant:	AKS Engineering & Forestry, LLC 3700 River Road N, Suite 1 Keizer, OR 97303 Contact(s): Zach Pelz, AICP Email: pelzz@aks-eng.com Phone: 503.400.6028
Site Location:	1610 Lancaster Drive SE, Salem, OR 97317
Marion County Assessor's Map:	08 2W 06AB, Tax Lot 9200
Site Size:	±0.40 acres
Land Use Districts:	Multiple Family Residential 2 (RM-II)

I. Executive Summary

AKS Engineering & Forestry, LLC is pleased to submit this application to the City of Salem for a Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit, on behalf of our client, Good Well Construction, Inc. (Applicant). The project involves six new multiple family homes with parking, open space, and landscaping on an approximately 0.40-acre property located at 1601 Lancaster Drive SE in Salem's Multiple Family Residential (RM-II) zoning district.

The essential components of this application include:

- Class 3 Site Plan Review for six new multiple family homes
- Class 1 Design Review showing compliance with City standards for multiple family development
- Class 2 Adjustment to modify the setback from the abutting residentially-zoned property to the north
- Class 2 Adjustment to modify the setback from the abutting residentially-zoned property to the south for the vehicle use area
- Class 2 Driveway Approach Permit for a new driveway to serve a multiple family use onto a local street

This project is a "housing" application under Oregon Revised Statute (ORS) 197.303(1)(a) as it provides multiple family housing within an urban growth boundary. ORS 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the development of housing, and such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay.

Oregon Courts and the Land Use Board of Appeals (LUBA), have generally held that an approval standard is not clear and objective if it imposes on an applicant "subjective, value-laden analyses that are designed to balance or mitigate impacts of the development." *Rogue Valley Association of Realtors v. City of Ashland*, 35 Or LUBA 139, 158 (1998) *aff'd*, 158 Or App 1 (1999). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the housing statutes apply to this application. The exceptions in ORS 197.307(4)(a) and 197.307(5) do not apply to this application. ORS 197.307(7)(a) is controlled by ORS 197.307(4). The City has not taken an exception under 197.303(3).

This Application is also a "limited land use application" as that term is defined in ORS 197.015 (12). ORS 197.195 (1) describes how certain standards can be applied to a limited land use application.

The City of Salem Revised Code (SRC) requires the consolidated Class 3 Site Plan Review, Class 1 Design Review, and Class 2 Adjustments be considered through a Type II procedure. This written statement includes findings that demonstrate that the application complies with all applicable approval standards. These findings are supported by substantial evidence, including preliminary plans and other written documentation. This information provides the necessary basis for the City of Salem to approve the application.

II. Site Description/Setting

The project site consists of Tax Lot 9200 (Marion County Assessor's Map 08 2W 06AB) and is ±0.40 acres in size. The site is a double frontage lot with frontage on Lancaster Drive SE and 40th Place SE. The property is improved with an existing single-family home with a driveway onto Lancaster Drive SE. The home is planned to remain on the property as part of this project and is accounted for in all pertinent density and related site development responses as one of the multiple family homes on the site. The properties abutting the site to the north and south are also in the RM-II zoning district and are developed with multiple family homes.

III. Applicable Review Criteria

SALEM REVISED CODE

Chapter 220 – Site Plan Review

220.005. Site plan review.

(b) Classes. The three classes of site plan review are:

- (1) Class 1 site plan review. Class 1 site plan review is site plan review for any development that requires a building permit, that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015, and that involves a change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required.
- (2) Class 2 site plan review. Class 2 site plan review is required for any development that requires a building permit, other than development subject to Class 1 site plan review, and that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.
- (3) Class 3 site plan review. Class 3 site plan review is required for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:
 - (A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;
 - (B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;
 - (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
 - (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
 - (E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard; or
 - (F) Requires a variance, adjustment, or conditional use permit.

Response: This application for a Class 3 Site Plan Review involves development that requires two adjustments. A Class 3 Site Plan Review is necessary.

(c) Procedure type.

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

Response: This application for a Class 3 Site Plan Review is being processed per the City's Type II procedure.

- (d) Submittal requirements for Class 1 site plan review. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 1 site plan review shall include a completed application form that shall contain the following information:

- (1) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;

Response: The names and addresses of the Applicant, owner, and authorized representatives are listed on Page 1 of this narrative and on the application forms in Exhibit B. This requirement is met.

- (2) The address or location of the subject property and its assessor's map and tax lot number;

Response: The address and location of the subject property, the Assessor's Map, and the Tax Lot number are listed on Page 1 and on the application forms in Exhibit B. The subject property is further described in the Site Description above. This requirement is met.

- (3) The size of the subject property;

Response: The size of the subject property is listed on Page 1. This requirement is met.

- (4) The comprehensive plan designation and zoning of the subject property;

Response: The property is designated for multiple family use in the Salem Area Comprehensive Plan and is located in the City of Salem's RM-II zoning district. This requirement is met.

- (5) The type of application(s);

Response: The type of application is indicated on the cover of this narrative. This requirement is met.

- (6) A brief description of the proposal; and

Response: A brief description of the project is provided in the Executive Summary above. This requirement is met.

- (7) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

Response: All required signatures are provided on the Land Use Application form in Exhibit B. This requirement is met.

- (e) Submittal requirements for Class 2 and Class 3 site plan review.

-
- (1) Class 2 site plan review. In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:
- (A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
- (i) The total site area, dimensions, and orientation relative to north;
 - (ii) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveways, indicating distance from the structures and improvements to all property lines and adjacent on-site structures;
 - (iii) Loading areas, if included in the proposed development;
 - (iv) The size and location of solid waste and recyclables storage and collection areas, and amount of overhead clearance above such enclosures, if included in the proposed development;
 - (v) An indication of future phases of development on the site, if applicable;
 - (vi) All proposed landscape areas on the site, with an indication of square footage and their percentage of the total site area;
 - (vii) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
 - (viii) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;
 - (ix) The location of all street trees, if applicable, or proposed location of street trees required to be planted at time of development pursuant to SRC chapter 86; and
 - (x) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

Response: Preliminary Plans that include the required information listed above are provided in Exhibit A. These requirements are met.

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

Response: An Existing Conditions Plan containing the information required under this section is included in Exhibit A of this application. This requirement is met.

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

Response: A Preliminary Grading and Drainage Plan is included in Exhibit A. This requirement is met.

- (D) A completed trip generation estimate for the proposed development, on forms provided by the City.

Response: The completed Trip Generation Estimate (TGE) form is included in Exhibit B. This requirement is met.

(***)

- (2) Class 3 site plan review. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:

- (A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;

Response: The submittal requirements for a Class 2 Site Plan Review have been provided as indicated above. This requirement is met.

- (B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;

Response: This information is provided on Page 1 and 2. This requirement is met.

- (C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;

Response: These elements are included on the Preliminary Site Plan in Exhibit A as applicable. This requirement is met.

- (D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;

Response: Elevations and contour intervals are shown on the Existing Conditions Plan included in Exhibit A. The site does not contain slopes in excess of 15 percent. This requirement is met.

- (E) The location of drainage patterns and drainage courses, if applicable;

Response: As shown on the Existing Conditions Plan in Exhibit A, the site is relatively flat. This requirement does not apply.

- (F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;

Response: The Preliminary Utility Plan with the required information is provided in Exhibit A. This requirement is met.

- (G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot

coverage proposed, including areas to be paved for parking and sidewalks;

Response: A site summary table containing the required information (as applicable) is shown on the Preliminary Site Plan in Exhibit A. This requirement is met.

(H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and

Response: As discussed previously, the site is relatively flat, and a landslide risk assessment is not necessary. This requirement does not apply.

(I) A Transportation Impact Analysis, if required by SRC chapter 803.

Response: A TGE form is included in Exhibit B. The six new multiple family homes included in this application will generate fewer than 200 trips per day onto 40th Place SE (a local street). Therefore, the new daily trip generated by the project will be below the threshold that would trigger a Transportation Impact Analysis (TIA). A TIA is therefore not required.

(f) Criteria.

(3) Class 3 site plan review. An application for Class 3 site plan review shall be granted if:

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

Response: The applicable standards of the Unified Development Code (UDC) are addressed in this narrative. This criterion is met.

(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;

Response: 40th Place SE is a local street improved with ±30 feet of pavement width within a 60-foot-wide right-of-way. A sidewalk and landscape strip are planned along the development side of 40th Place SE to bring the half of the street fronting the project up to City standards for local streets. The project will not generate enough new trips on to 40th Place SE to warrant a TIA. Therefore, negative impacts to the transportation system are not anticipated as a result of the planned project. Safe, orderly, and efficient circulation of traffic into and out of the development will be provided with a driveway designed to meet the applicable City standards. This criterion is met.

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

Response: Parking and driveways have been planned to meet applicable City standards for safe and efficient movement of vehicles, bicycles, and pedestrians, as shown on the Preliminary Site Plan in Exhibit A. This criterion is met.

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

Response: The development is planned to be served by City water and sewer, as shown on the Preliminary Utility Plan in Exhibit A. The project involves less than 10,000 square feet of new or replaced impervious area. Therefore, the project does not trigger City requirements for water quality or flow control. This criterion is met.

Chapter 225 – Design Review

225.005. Design review.

- (a) **Applicability.** Design review approval is required for development applications that are subject to design review standards and guidelines.

Response: The Applicant intends that this application be reviewed under the standards for multiple family design review. Design Review is applicable and included in this application.

(b) **Classes.**

- (1) Class 1 design review is design review that requires the application of design review standards only.
- (2) Class 2 design review is design review that requires the application of design review guidelines, for projects that are limited to building alterations that will be contained within the footprint of the existing building and utilize the same building materials and same window and facade designs.
- (3) Class 3 design review is design review that requires the application of design review guidelines.
- (4) If any portion of the proposed development does not meet all of the applicable design review standards, the entire development shall be subject to Class 3 design review.

Response: This project meets the design standards for multiple family development, as documented throughout this narrative and supporting materials. A Class 1 Design Review is required and included in this application.

(c) **Procedure type.**

- (1) Class 1 design review is processed as a Type I procedure under SRC chapter 300.
- (2) Class 2 design review is processed as a Type II procedure under SRC chapter 300.
- (3) Class 3 design review is processed as a Type III procedure under SRC chapter 300.

Response: This application for a Class 1 Design Review is being processed as part of a consolidated application that includes a Class 3 Site Plan Review. Therefore, a Type II procedure is necessary and included in this application.

(d) **Submittal requirements.**

(***)

- (2) Submittal requirements for Class 1, Class 2, and Class 3 design review. In addition to the submittal requirements set forth under SRC chapter 300, an application for Class 1, Class 2, or Class 3 design review shall include the following:
 - (A) A proposed site plan showing:

-
- (i) The complete dimensions and setbacks of the lot, and all existing and proposed buildings and structures, including the location, size, height, proposed use, design, and gross floor area of each building.
 - (ii) All existing and proposed walls and fences, including the location, height, type of design, and composition.
 - (iii) The location and design of the existing and proposed on-site pedestrian and vehicle circulation system.
 - (iv) Locations and dimensions of all existing and proposed outdoor storage areas, including, but not limited to, trash collection and recycling areas.
- (B) Architectural drawings, renderings, or sketches showing all elevations of proposed buildings as they will appear on completion.
 - (C) A landscape plan showing the location of natural features, trees, and plant materials proposed to be removed, retained, or planted; the amount, height, type, and location of landscaped areas, planting beds, and plant materials and provisions for irrigation.
 - (D) A topographic survey and grading plan showing two-foot contour intervals on hillside lots and five-foot contour intervals on all other lots.
 - (E) An open space plan showing locations of common and private open space, including active and passive recreational areas. The open space plan shall show the total area of individual classifications of proposed open space and shall be drawn to scale.
 - (F) A statement as to whether the application is intended to meet the standards or the guidelines.

Response: Preliminary Plans showing the information required above are included in Exhibit A of this application. The application is intended to meet the standards for multiple family design review. These requirements are met.

(e) Criteria.

- (1) A Class 1 shall be approved if all of the applicable design review standards are met
- (2) A Class 2 or Class 3 design review shall be approved if all of the applicable design review guidelines are met.

Response: Findings addressing all the applicable design review standards are included in this narrative. The approval criterion for a Class 1 Design Review is met.

Chapter 250 – Adjustments

250.005. Adjustments.

(a) Applicability.

(1) Classes.

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

to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

Response: Two Class 2 adjustments are included in this application. One adjustment will reduce the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet. The other adjustment will reduce the setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. The included adjustments require reducing the applicable standards by more than 20%. Therefore, two Class 2 adjustments are necessary and included in this application.

- (2) Prohibition. Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:
 - (A) Allow a use or activity not allowed under the UDC;
 - (B) Change the status of a use or activity under the UDC;
 - (C) Modify a definition or use classification;
 - (D) Modify a use standard;
 - (E) Modify the applicability of any requirement under the UDC;
 - (F) Modify a development standard specifically identified as non-adjustable;
 - (G) Modify a development standard that contains the word "prohibited";
 - (H) Modify a procedural requirement under the UDC;
 - (I) Modify a condition of approval placed on property through a previous planning action;
 - (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
 - (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

Response: The project does not include an adjustment to any of the standards, guidelines, or requirements listed in (A) through (K) above. The project meets the applicable design review standards for multiple family development. This standard is met.

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

Response: Two Class 2 adjustments are included in this consolidated application and are being processed as a Type II procedure.

- (c) Submittal requirements. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a Class 1 or Class 2 adjustment shall include the following:
 - (1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing all information necessary to establish satisfaction with the approval criteria. By way of example, but not of limitation, such information may include the following:
 - (A) The total site area, dimensions, and orientation relative to north;

-
- (B) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveway locations, indicating distance to such structures from all property lines and adjacent on-site structures;
 - (C) All proposed landscape areas on the site, with an indication of square footage and as a percentage of site area;
 - (D) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
 - (E) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808; and
 - (F) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

Response: Preliminary Plans with the applicable information required in (A) through (F) above are included in Exhibit A. This requirement is met.

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

Response: The Existing Conditions Plan is provided in Exhibit A. This requirement is met.

- (***)
- (2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:
 - (A) The purpose underlying the specific development standard proposed for adjustment is:
 - (i) Clearly inapplicable to the proposed development; or
 - (ii) Equally or better met by the proposed development.

Response: Two Class 2 adjustments are included in this application. One adjustment will reduce the applicable setback from the abutting residentially-zoned property to the north from 10 feet to 6 feet. The other adjustment will reduce the setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. The UDC does not state a specific purpose for these interior side setbacks. However, the Applicant understands that the purpose of the of these interior side setbacks from the abutting residential property is to maintain light, air, promote a reasonable physical relationship between residences, and provide privacy for neighboring properties.

For the requested adjustment along the northern property line, the adjusted setback equally meets this purpose. The nearest improvement on the property to the north is a

private parking area serving a multiple family building. The residences on the neighboring property are located on the western portion of the property. Therefore, the reduced setback will maintain a reasonable physical relationship between residences and provide privacy for both neighboring properties. The parking area on the neighboring lot is screened from the Applicant's property with a 6-foot-high sight obscuring fence and the adjusted 6-foot setback exceeds the standard perimeter setbacks abutting interior lot lines for off-street parking areas and vehicle use areas under SRC 806.035.(c)(3). Furthermore, Table 514-4 identifies a number of building setback requirements in the RM-II zoning district, such as one-, two-, three-, and four-family and accessory structures that require only a 5-foot interior side setback. Therefore, the requested 6-foot setback is reasonable when compared with other building setbacks allowed in the district and will maintain the livability and character of the district. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 2.7 times the minimum required plant units (PU) in the setback area (52 PU provided / 19 PU required = 2.73). The additional plantings will provide additional screening and buffering to maintain privacy for residents of both properties.

For the requested adjustment to the vehicle use area setback along the southern property line, the adjustment equally meets the intent of the standard. The nearest improvement on the property to the south is also a private parking area serving a multiple family building. Because of the similarity of the two neighboring uses, the adjusted setback will not negatively impact the abutting use and will maintain a reasonable physical relationship between residences on both neighboring properties. The adjusted setback from the interior property line will result in a finished setback that will vary from ± 12 to ± 15 feet from the adjacent vehicle use area on the neighboring lot. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 2.8 times the minimum required plant units (PU) in the setback area (80 PU provided / 28 PU required = 2.85). Finally, the adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will buffer the parking area from the neighboring property.

This criterion is met.

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

Response: As discussed in the previous response, the adjusted interior setbacks are both planned to include screening and landscaping that exceed the standards in the RM-II zone so the development will not detract from the livability or appearance of the residential area. This criterion is met.

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

Response: The stated purpose of the RM-II Zone is to implement the multiple family residential designation of the Salem Area Comprehensive Plan. The adjusted setbacks will allow the reasonable development of the property with multiple family residential use at a density

that is permitted in the district resulting in a project that is consistent with the overall purpose of the zone. This criterion is met.

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

Response: The Applicant acknowledges that the adjustments run with the land.

Chapter 514 – RM-II Multiple Family Residential

514.005. Uses.

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

Table 514-1: Uses		
Use	Status	Limitations & Qualifications
Household Living		
Multiple Family	P	

Response: This project involves a multiple family use as permitted in the RM-II Zone. This standard is met.

514.010. Development standards.

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

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

Response: This application does not include a land division. This standard does not apply.

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

TABLE 514-2: Lot Standards		
Requirement	Standard	Limitations & Qualifications
LOT AREA		
Single Family	Min. 1,500 sq ft.	Applicable to townhouses
	Min 6,000 sq ft	Applicable to all other Single Family, except new single family detached dwellings on non-conforming lots of record less than 6,000 square feet in area.
LOT WIDTH		
Single Family	Min 20 ft.	Applicable to townhouses
	Min 40 ft.	Applicable to all other Single Family
All Other Uses	Min 40 ft.	
LOT DEPTH		
Single Family	Min 70 ft.	
	Min 120 ft.	Applicable to double frontage lots
	Max 300% of average lot width	
	Min 80 ft.	

All Uses	Other	Min 120 ft.	Applicable to double frontage lots
		Max 300% of average lot width	
STREET FRONTAGE			
Single Family		Min 20 ft.	Applicable to townhouses
		Min 40 ft.	Applicable to Single Family
		Min 30 ft.	Applicable to all other Single Family, when located on a lot fronting on the turnaround of a cul-de-sac street or the outside curve of a curved street having a radius of 200 feet or less and a direction change of 60 degrees or more. In no case shall the lot width be less than 40 ft. at the front building setback line.
All Uses	Other	Min. 40 ft.	

Response: This application does not include a land division or reconfiguration. The lot standards do not apply.

- (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.

TABLE 514-3 DWELLING UNIT DENSITY			
Use	Standard		Limitations & Qualifications
	Minimum	Maximum	
Single Family, Two Family, and Multiple Family	12 dwelling units per acre	28 dwelling units per acre	
	N/A	N/A	Applicable to new single family detached dwelling on non-conforming lot of record less than 6,000 square feet in area
	6 dwelling units per acre	28 dwelling units per acre	Applicable to manufactured dwelling parks developed pursuant to SRC Chapter 235

Response: The area of the project site is ±0.40 acres. Therefore, 5 units are required to meet the minimum density requirement (±0.40 acres X 12 units per acre = ±4.80 units) and the maximum density allowed is 11 units (±0.40 acres X 28 units per acre = ±11.20 units). The project includes seven units across one 6-plex building and one existing home. This standard is met.

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

TABLE 514-4: Lot Setbacks		
Requirement	Standard	Limitations & Qualifications
ABUTTING STREET		
Buildings		
Single Family and Two Family	Min 12 ft.	
	Min 20 ft.	Applicable along collector or arterial streets

All other uses	Min 12 ft. plus one foot for each one-foot of height over 12 ft, but not to exceed 20 feet in depth	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Min. 12 ft.	
INTERIOR FRONT		
Buildings		
Single Family and Two Family	Min 12 ft.	
All Other Uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone to Zone Setback (Table 514-5)	
INTERIOR SIDE		
Buildings		
Single Family	Min 5 ft.	Applicable to new buildings, other than townhouses and zero side yard dwellings
	Min 3 ft.	Applicable to existing buildings, other than townhouses and zero side yard dwellings
	None	Applicable to townhouses
	Per SRC 700.090	Applicable to zero side yard dwellings
Two Family	Min 5 ft.	
All other uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone-to-Zone Setback (Table 514-5)	
INTERIOR REAR		
Buildings		
Single Family and Two Family	Min 14 ft.	Applicable to any portion of a building not more than one-story in height
	Min 20 ft.	Applicable to any portion of a building greater than one-story in height.
All other uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone-to-Zone Setback (Table 514-5)	

TABLE 514-5: ZONE-TO-ZONE SETBACKS			
Abutting Zone	Type of Improvement	Setback	Landscaping & Screening
EFU	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Residential Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C

	Vehicle Use Areas		
Mixed-Use Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Commercial Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Public zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Industrial and Employment Zone	Buildings and Accessory Structures	Min. 15 ft.	Type C
	Vehicle Use Areas		
Limitations and Qualifications: Zone-to-Zone setbacks are not required abutting an alley.			

Response: As shown on the Preliminary Site Plan in Exhibit A, the new multiple family homes are planned to be set back ± 20 feet from 40th Place. Two Class 2 adjustments are included in this application. One adjustment will reduce the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet. One adjustment is included to reduce the applicable setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. Both setback areas are planned to provided landscaping that exceeds the Type C standard. With the included adjustments, the standards for abutting streets, interior side, and interior rear setbacks are met.

TABLE 514-6 LOT COVERAGE; HEIGHT		
Requirement	Standard	Limitations & Qualifications
LOT COVERAGE		
Buildings and Accessory Structures		
All Uses	Max 50%	
REAR YARD COVERAGE		
Buildings		
All Uses	N/A	
HEIGHT		
Buildings		
Single Family and Two Family	Max 35 ft.	
Multiple Family, Residential Care, Nursing Care, and Short-term Commercial Lodging	Max 50 ft.	

Response: As shown on the Preliminary Site Plan in Exhibit A, the buildings and accessory structures are planned to cover less than 50 percent of the lot. As shown in the building elevations in Exhibit A, the buildings are planned to be less than 50 feet in height. The standards in Table 514-6 met.

- (f) Maximum square footage for all accessory structures. In addition to the maximum coverage requirements established in Table 514-6, accessory structures to single family and two family uses shall be limited to the maximum aggregate total square footage set forth in Table 514-7.

TABLE 514-7 MAXIMUM COVERAGE FOR ALL ACCESSORY STRUCTURES	
Main Building Gross Area	Maximum Total Square Footage for All Accessory Structures
1,200 square feet or less	600 sq. ft.
Greater than 1,200 square feet	1,000 sq. ft. or 50% of main building gross area, whichever is less.

Response: Accessory structures are not planned for this project. This standard is met.

(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.

Response: Landscaping conforming to the applicable standards is shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

(2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.

Response: Parking areas greater than 6,700 square feet are not planned. Landscaping conforming to the applicable standards in SRC 806 and 807 is shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

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

Response: This project does not involve outdoor storage. This standard is met.

514.015. Design review.

Design review under SRC chapter 225 is required for development within the RM-II as follows:

(a) 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.

(b) Residential care with three or more self-contained dwelling units 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.

Response: A Class 1 Design Review for the planned 6-plex building is included in this application and findings addressing the multiple family design review standards are provided in the narrative that follows.

Chapter 702 – Multiple Family Design Review Standards

702.005. Multiple family design review.

(a) Except as provided under subsection (b) of this section, and unless otherwise provided in the UDC, design review under SRC chapter 225 is required for all multiple family development.

(b) Exceptions. Multiple family design review is not required for:

(A) Multiple family development within a mixed-use building.

(B) Multiple family development within:

-
- (i) The Central Business District (CB) Zone.
 - (ii) The South Waterfront Mixed-Use (SWMU) Zone.
 - (iii) The Neighborhood Center Mixed-Use (NCMU) Zone.
 - (iv) The Broadway/High Street Retail Overlay Zone
 - (v) The Broadway/High Street Housing Overlay Zone.
 - (vi) The General Retail/Office Overlay Zone.
 - (vii) The Front Street Overlay Zone.
 - (viii) The Riverfront High Density Residential Overlay Zone.
 - (ix) The Riverfront Overlay Zone.
 - (x) The Salem Downtown Historic District.
 - (xi) The Public and Private Health Services (PH) Zone.
 - (xii) The Mixed Use-I (MU-I) Zone
 - (xiii) The Mixed Use-II (MU-II) Zone
 - (xiv) The West Salem Central Business District Zone

Response: None of the exceptions listed in (i) through (xiv) above apply. Multiple family design review is required and included in this application.

702.010. Multiple family design review design review standards.

Multiple family development shall comply with all of the applicable design review standards as follows:

- (a) Multiple family development with five to 12 dwelling units shall comply with the design review standards set forth in SRC [702.015](#) or the design review standards set forth in SRC [702.020](#).
- (b) Multiple family development with 13 or more dwelling units shall comply with the design review standards set forth in SRC [702.020](#).
- (c) The design review standards set forth in this chapter are in addition to, and not in lieu of, all other applicable development standards in the UDC. Where the design review standards conflict with the development standards in the UDC, the design review standards shall be the applicable development standard.

Response: The project involves multiple family development consisting of a total of seven dwelling units. Findings are included below that demonstrate that the planned development complies with all the applicable design standards for multiple family development with 5 to 12 dwelling units and therefore meets the approval criteria for a Class 1 Design Review.

702.015. Design review standards for multiple family development with five to twelve units.

- (a) Open space standards.
 - (1) To encourage the preservation of natural open space qualities that may exist on a site and to provide opportunities for active and passive recreation, all newly constructed multiple family developments shall provide a minimum 20 percent of the gross site area as designated and permanently reserved open space. For the purposes of this subsection, the term "newly constructed multiple family developments" shall not include multiple family developments created through only construction or improvements to the interior of an existing building(s). Indoor or covered recreation space may count toward this open space requirement.

- (A) To ensure usable open space, at least one common open space area shall be provided within the development that is at least 500 square feet in size and has a minimum dimension of 20 feet for all sides.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (B) To allow for a mix of different types of open space areas and flexibility in site design, private open space, meeting the size and dimension standards set forth in Table 702-1, may count toward the open space requirement. All private open space must meet the size and dimension standards set forth in Table 702-1.

TABLE 702-1 PRIVATE OPEN SIZE AND DIMENSIONS		
Location of Dwelling Units	Minimum Open Space Area Size	Minimum Dimension
Not more than 5 feet above finished grade	96 sq. ft.	6 ft.
More than 5 feet above finished grade	48 sq.ft.	6 ft.

Response: The project includes decks and patios consistent with these dimensional requirements. However, the project does not rely on these areas to meet the applicable open space standard. These standards do not apply.

- (C) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection. Example: a 500-square-foot improved open space area may count as 1,000 square feet toward the open space requirement.

- (i) Be a minimum 500 square feet in size with a minimum dimension of 20 feet for all sides; and
- (ii) Include at least one of the following types of features:
 - a. Covered pavilion.
 - b. Ornamental or food garden.
 - c. Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
 - d. Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
 - e. Swimming pool or wading pool.

Response: This project includes seven units. Therefore, a common open space area of at least 500square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

- (D) To encourage proximity to and use of public parks, the total amount of required open space may be reduced by 50 percent for developments that are located within one-quarter mile of a publicly-owned urban, community, or neighborhood park as measured along

a route utilizing public or private streets that are existing or will be constructed with the development.

Response: A common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

(b) Landscaping standards.

(1) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:

(A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and

(B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chainlink fencing with slats shall not be allowed to satisfy this standard.

Response: The development site does not abut property that is zoned Residential Agricultural (RA) or Single Family Residential (RS). The provisions under this section do not apply.

(2) Multiple family developments shall comply with the landscaping standards applicable in the underlying zone in which such developments are located.

Response: This project is located in the RM-II zoning district. As shown in the Preliminary Landscape Plan in Exhibit A, the side and vehicle use area setbacks are planned with landscaping that exceeds the Type C landscaping and screening standard required in the RM-II zoning district. This standard is met.

(c) Site safety and security.

(1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.

(2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Response: As shown in the floor plans and elevations in Exhibit A, windows are provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths. Lighting is planned to be provided with wall packs to illuminate exterior dwelling entrances, parking areas, and pedestrian paths as indicated on the plans. These standards are met.

(d) Parking and site design.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the on-site parking areas are planned to be located to the side of the building and will not be located between a building or structure and the street. This standard is met.

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

Response: Pedestrian pathways are planned to be provided that connect to and between buildings, common open space, the parking area, and the public sidewalks, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(e) Façade and building design.

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

- (A) A 5-foot reduction is permitted to each required setback in Table 702-2 provided that the height of the required fence in [Sec. 702.015\(b\)\(1\)\(B\)](#) is increased to eight feet tall.

Response: This project does not abut property zoned Residential Agricultural (RA) or Single Family Residential (RS). This standard does not apply.

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

Response: The total site width is ±89 feet. The adjusted building setback along the north interior property line reduces the buildable width by 6 feet. The building setback along the south interior property line reduces the buildable width by 10 feet. Table 806-4 requires a minimum driveway width of 22 feet for this project, thereby reducing the buildable width by another 22 feet. The net buildable width of the site along 40th Place SE is 51 feet (89 feet – 6 feet – 10 feet – 22 feet = 51 feet). This standard does not apply.

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

Response: The ground unit closest to 40th Place SE includes an entrance facing 40th Place SE with a direct pedestrian access to the adjacent sidewalk, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

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

Response: The common entryway is articulated with a differentiated portico, as shown on the Building Elevations in Exhibit A. This standard is met.

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

Response: This project does not involve roof-mounted mechanical equipment other than vents or ventilators. This standard does not apply.

- (6) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 75 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided.

Response: This project does not involve flat roofs that exceed a horizontal length of 75 feet. This standard does not apply.

Chapter 800 – General Development Standards

800.050. Fences, walls, hedges, gates, and retaining walls.

Unless otherwise provided under the UDC, the standards set forth in this section shall apply to fences, walls, hedges, gates, and retaining walls in all zones. Where screening is required under the UDC in the form of a fence, wall, or hedge, it shall meet the standards set forth in SRC chapter 807, in addition to the standards set forth in this section. For purposes of this section, the term "front yard" means that portion of a lot located between the front property line and a line parallel to the front property line extended from the wall of the main building lying at the greatest distance from the front property line.

- (a) Location, height, and density. Fences, walls, hedges, gates, and retaining walls shall comply with the location, height, and density standards set forth in this subsection.

(1) Fences and walls.

- (A) Residential zones and property used for uses falling under household living in other zones. Fences and walls within residential zones, or on property used for uses falling under household living in other zones, shall not exceed a maximum height of eight feet; provided, however:

- (i) Front yard abutting street. Fences and walls within a front yard abutting a street shall not exceed a maximum height of four feet when located within 20 feet of the property line abutting the street; provided, however, within ten feet of the property line abutting the street any portion of the fence or wall above 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence or wall.
- (ii) Side and rear yards abutting street. Fences and walls within a side or rear yard abutting a street shall not exceed a maximum height of six feet when located within ten feet of a property line abutting a street.

Response: Fences or walls over 8 feet high are not planned. A sight obscuring fence is planned along the southern property boundary to meet the Type C landscaping standard, as indicated

on the Preliminary Plans in Exhibit A. The project does not include fences within a front, side or rear yard abutting the street. This standard is met.

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- (2) Hedges. There is no maximum height limitation for hedges; provided, however, where a hedge is located within ten feet of a property line abutting a street, any portion of the hedge more than 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the hedge.

Response: Hedges are not planned for this project within any vision clearance area. This standard is met.

- (3) Gates. Where a gate is part of a fence, wall, or hedge it shall conform to the height limitations applicable to fences and walls set forth under SRC 800.050(a)(1). Gates shall not swing open onto a public right-of-way or vehicle or pedestrian easement.

Response: This project does not involve gates as part of the planned fences. This standard does not apply.

- (4) Retaining walls. Retaining walls shall not exceed a maximum height of four feet when located at the property line abutting a street. Retaining walls not located at the property line abutting a street may exceed four feet in height.

Response: This project does not include retaining walls. This standard does not apply.

- (b) Vision clearance. Notwithstanding any other provision of this section, fence, walls, hedges, gates, and retaining walls shall conform to the vision clearance requirements of SRC chapter 805.

Response: The location of the planned fence is shown on the Preliminary Site Plan in Exhibit A. Fences are not planned within the required vision clearance areas. This standard is met.

- (c) Material.

- (1) Fences. Fences shall be constructed of materials specifically designed and manufactured for fencing purposes, including, but not limited to, wooden pickets, vinyl, wrought iron, and chain link fencing, with or without plastic or wood slats. Materials not specifically designed as fencing material, including, but not limited to, corrugated cardboard, corrugated metal, plywood, wooden pallets, garage doors, concrete rubble, and other junked material, are prohibited. Chicken wire may be used within the Residential Agriculture (RA) Zone if used to raise livestock. Fencing for raising livestock in other zones may be replaced if the use was an allowed use on the property prior to December 31, 2002. Fencing used for the establishment and protection of vegetation is permitted for a period not to exceed six months.

Response: The planned fence is not anticipated to be constructed with the above-listed materials. None of the prohibited materials are planned to be used in the construction of planned fence. This standard can be met.

- (2) Walls. Walls shall be constructed of materials specifically designed and manufactured for use as walls, including, but not limited to, masonry, rock, concrete, concrete block, or other similar material.

Response: Walls are not planned for the project. This standard does not apply.

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- (d) Hazardous materials. Fences and walls shall not be constructed of or contain any material which will do bodily harm, such as electric or barbed wire, upturned barbed selvage, broken glass, spikes, or any other hazardous or dangerous material, except as follows:

Response: Hazardous materials, as listed above, are not included for fences and no walls are planned. This standard is met.

800.055. Solid waste service areas.

Solid waste service areas shall provide for the safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee.

- (a) *Applicability.* Solid waste service area design standards shall apply to:
- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
 - (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.
- (b) *Solid waste receptacle placement standards.* All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

Response: The solid waste receptacles are planned to be placed at grade on a concrete pad that is a minimum of four inches thick as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (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 one foot beyond the sides and rear of the receptacle; and

Response: The pad area is planned to extend a minimum of one foot beyond the sides and rear of the receptacle, as shown on the Site Plan in Exhibit A. This standard is met.

- (B) The pad area shall extend a minimum three feet beyond the front of the receptacle.

Response: The pad area shown on the Preliminary Site Plan in Exhibit A is planned to extend a minimum of three feet beyond the front of the receptacle. This standard is met.

- (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.

Response: The waste area is planned to include a minimum four feet of pad area between the fronts of the facing receptacles as shown on the Site Plan in Exhibit A. This standard is met.

- (2) Minimum separation.
 - (A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.

Response: The waste area includes a minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

Response: The receptacle provides a minimum separation of five feet shall between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings as shown on the Preliminary Site Plan in Exhibit A.

(3) Vertical clearance.

- (A) Receptacles two cubic yards or less. Receptacles two cubic yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.
- (B) Receptacles greater than two cubic yards. Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing; provided, however, overhead or vertical clearance may be reduced to eight feet:
 - (i) For enclosures covered by partial roofs, where the partial roof over the enclosure does not cover more than the rear eight feet of the enclosure, as measured from the inside of the rear wall of the enclosure (see Figure 800-6); or
 - (ii) Where a physical barrier is installed within, and a maximum of eight feet from the front opening of, the enclosure preventing the backward movement of the receptacle (see Figure 800-7).

Response: The receptacle is not planned to be covered and therefore will provide unobstructed overhead clearance. This standard is met.

(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.

Response: The project will not be serviced by a permanent drop box or compactor. These standards do not apply.

(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.

Response: The solid waste service area will be enclosed, as indicated on the Preliminary Site Plan in Exhibit A. In addition to the enclosure, the project also provides screening at the property line with a six-foot-tall sight-obscuring fence. These standards are met.

(e) Solid waste service area enclosure standards. When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.

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

Response: The solid waste service enclosure includes an opening 13 feet in width as shown on the Preliminary Site Plan in Exhibit A. These standards are met.

(2) Measures to prevent damage to enclosure.

- (A) Enclosures constructed of wood or chain link 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.

Response: The final construction material of the enclosure is not determined. However, the final design of the enclosure can include 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 as necessary. This requirement can be reviewed as part of a future building permit. This standard can be met.

- (B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.

- (C) The requirements under subsections (e)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:

- (i) A minimum distance of two feet from the sides of the container or receptacles; and
- (ii) A minimum of three feet from the rear of the container or receptacles.

Response: The final construction material of the enclosure is not determined. However, the final design of the enclosure will include 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 as necessary. This requirement can be reviewed as part of a future building permit. This standard can be met.

- (3) Enclosure gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Response: As shown on the Preliminary Site Plan in Exhibit A, the area in front of the enclosure is free of obstructions and will allow the gate to open a minimum of 120 degrees. The final design of the enclosure will include restrainers in the open and closed positions. This standard is met.

- (4) Prohibited enclosures. Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:
- (A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or
- (B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

Response: The receptacles will not be placed in an entirely enclosed structure. This standard does not apply.

- (f) Solid waste service area vehicle access.
- (1) Vehicle operation area.
- (A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening.

Response: As shown on the Preliminary Site Plan in Exhibit A, a vehicle operation area is be provided for solid waste collection service vehicles that is free of obstructions with 45 feet of length and 15 feet of width. This standard is met.

- (B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:
- (i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);
- (ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or
- (iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

Response: As shown on the Preliminary Site Plan in Exhibit A, the vehicle operation area is planned to be parallel to the permanent location of the enclosure opening consistent with figure 800-9. This standard is met.

- (C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

Response: The vehicle operation area shown on the Preliminary Site Plan in Exhibit A does not coincide with the parking spaces and will be kept free of parked vehicles and other obstructions at all times. This standard is met.

- (D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14 feet.

Response: The space above the vehicle operation area is unobstructed and therefore will provide the minimum 14 feet of vertical clearance. This standard is met.

- (E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

Response: The vehicle operation area provides a direct approach as shown on Preliminary Site Plan in Exhibit A. This standard does not apply.

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

Response: An adjustment to the solid waste service enclosure standards is not required. This standard does not apply.

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

Response: As indicated on the Preliminary Site Plan in Exhibit A, wall pack lights are planned on the front of the building with shielding that will prevent light from shining onto adjacent properties or cast glare onto the public right-of-way. This standard is met.

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803.015. Traffic impact analysis.

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- (b) **Applicability.** An applicant shall provide a traffic impact analysis if one of the following conditions exists:
- (1) The development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Trips shall be calculated using the adopted Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the trips shall be calculated based on the proposed development that will occur on all lots that will be created by the land division.

Response: A completed Trip Generation Estimate (TGE) Form is included in Exhibit B of this application. The seven new multiple family homes included in this application will generate less than 200 trips per day on 40th Place SE (a local street). Trip generation will not exceed this standard's condition and a traffic impact analysis is therefore not required.

Chapter 804 – Driveway Approaches

Sec. 804.025. - Class 2 driveway approach permit.

- (a) **Required.** A Class 2 driveway approach permit is required for:
- (1) A driveway approach onto a parkway, major arterial, or minor arterial;
- (2) A driveway approach onto a local or collector street providing access to a use other than single family, two family, three family, or four family;
- (3) A driveway approach providing access to a corner lot that abuts only local or collector streets, where the driveway approach will provide access onto the street with the higher street classification; or
- (4) Maintenance, repair, or replacement of an existing permitted driveway approach, which is part of, or needed for, redevelopment of commercial or industrially zoned property.
- (b) **Procedure type.** A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

Response: A Class 2 Driveway Approach Permit is included in this consolidated land use application so that it can be reviewed as a Type II procedure. This requirement is met.

- (c) **Submittal requirements.** In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 2 driveway approach permit shall include the following:
- (1) A completed application form.
- (2) A site plan, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:
- (A) The location and dimensions of the proposed driveway approach;
- (B) The relationship to nearest street intersection and adjacent driveway approaches;
- (C) Topographic conditions;
- (D) The location of all utilities;
- (E) The location of any existing or proposed buildings, structures, or vehicular use areas;

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- (F) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to SRC chapter 808; and
 - (G) The location of any street trees adjacent to the location of the proposed driveway approach.
 - (3) Identification of the uses or activities served, or proposed to be served, by the driveway approach.
 - (4) Any other information, as determined by the Director, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

Response: This application includes the applicable forms, plans, written narrative, and supporting exhibits. These standards are met.

(d) **Criteria. A Class 2 driveway approach permit shall be granted if:**

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

Response: The planned driveway approach, shown in the Preliminary Plans in Exhibit A, is intended to meet the applicable Public Works Design Standards. This standard is met.

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

Response: The driveway approach, shown in the Preliminary Plans in Exhibit A, is planned in the location shown, in part, because no site conditions prevent placing the driveway approach in the location shown. This standard is met.

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

Response: The driveway, shown in the Preliminary Plans in Exhibit A, is planned onto 40th Place SE (a local street). Therefore, the project minimizes the number of driveway approaches onto an arterial. This standard is met.

- (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;

Response: The driveway, shown in the Preliminary Plans in Exhibit A, is planned onto 40th Place SE (a local street). Therefore, the project takes access from the lowest classification (local) of street abutting the property. This standard is met.

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

Response: The proposed driveway approach provides a vision clearance area with 10-foot legs along the driveway and 50-foot legs along the property line abutting the 40th Place SE right-of-way. This standard is met.

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

Response: The proposed driveway approach is planned to be constructed according to all applicable City standards to prevent traffic hazards and provide for safe turning movements and access. Standard is met.

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

Response: The proposed driveway approach will have no adverse impacts to the vicinity. The approach will result in one driveway serving the lot on the lowest classification of street serving the property in accordance with applicable standards. This standard is met.

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

Response: The approach will result in one driveway serving the lot on the lowest classification of street serving the property in accordance with applicable standards. The approach will be located more than 160 feet from the nearest intersection with Carson Drive SE to the south. Therefore, the proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections. This standard is met.

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

Response: The proposed driveway approach will provide legal access to a residential property consistent with the access provided for other residentially zoned properties in the district. This standard is met.

Chapter 806 – Off-Street Parking, Loading and Driveways

806.005. Off-street parking; when required.

- (a) General applicability. Off-street parking shall be provided and maintained as required under this chapter for:
- (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.

Response: Off-street parking is provided for the multiple family uses included in this application as required under this chapter. These standards are met.

- (b) Applicability to Downtown Parking District. Within the Downtown Parking District, off-street parking shall only be required and maintained for uses or activities falling under household living.

Response: The planned project is not in the Downtown Parking District.

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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 in the following locations:

- (a) Residential zones. Within residential zones, required off-street parking may be located within 200 feet of the development site containing the use or activity it serves.

Response: As shown on the Preliminary Plans in Exhibit A, required off-street parking is located on the same site as the use it serves. This standard is met.

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806.015. Amount off-street parking.

- (a) Minimum required off-street parking. Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.

Table 806-1: Minimum Off-Street Parking		
Use	Minimum Number of Spaces Required ¹	Limitations & Qualifications
Multiple-family	None	Applicable to multiple family located within the CSDP area or one-quarter mile of the Core Network.
	1 per dwelling unit	Applicable to all other multiple family consisting of 5 to 12 dwelling units.
	1 per studio unit or dwelling unit with 1 bedroom	Applicable to all other multiple family consisting of 13 or more dwelling units.
	1.5 per dwelling unit with 2 more bedrooms	
	1 per dwelling unit	Applicable to all other multiple family consisting of 13 or more dwelling units located within the MU-I zone or MU-II zone.
	1 per 4 dwelling units	Applicable to low-income elderly housing

Response: The project involves seven dwelling units, thereby requiring a minimum of 7 spaces (1 per dwelling unit). As shown on the Preliminary Site Plan in Exhibit A, 8 spaces are planned on site. This standard is met.

- (b) Compact parking. Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces.

Response: Compact parking spaces are not planned. This standard does not apply.

- (c) Carpool and vanpool parking. New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

Response: This application does not require 60 or more off-street parking spaces. This standard does not apply.

- (d) Maximum off-street parking. Unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Table 806-2: Maximum Off-Street Parking	
Minimum Number of Off-Street Parking Spaces Required (From Table 806-1)	Maximum Number of Off-Street Parking Spaces Allowed
20 Spaces or Less	2.5 times minimum number of spaces required.

More than 20 Spaces	1.75 times minimum number of spaces required.
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Response: This project requires a minimum of seven parking spaces and permits a maximum of 18 spaces. Eight spaces are planned. This standard is met.

(e) Reductions to required off-street parking through alternative modes of transportation.

- (1) Construction of transit related improvements. When adjacent to transit service, minimum required off-street parking may be reduced by up to ten percent for redevelopment of an existing off-street parking area for transit-related improvements, including transit stops, pullouts and shelters, park and ride lots, transit-oriented developments, and similar facilities.
- (2) Satisfaction of off-street parking through implementation of a plan for alternative modes of transportation. Minimum required off-street parking for uses or activities other than household living may be reduced through implementation of a plan providing for the use of alternative modes of transportation to decrease the need for off-street parking. The plan shall be reviewed as a Class 2 Adjustment under SRC chapter 250.

Response: No reductions to the required amount of off-street parking are requested. This standard does not apply.

806.020. Method of providing off-street parking.

- (a) General. Off-street parking shall be provided through one or more of the following methods:
 - (1) Ownership. Ownership in fee by the owner of the property served by the parking;
 - (2) Easement. A permanent and irrevocable easement appurtenant to the property served by the parking;
 - (3) Lease Agreement. A lease agreement with a minimum term of five years; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (4) Lease or rental agreement in parking structure. A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (5) Joint parking agreement. A joint parking agreement between the owners of two or more uses or activities, buildings or structures, or lots may be approved by the City. Joint use of required off-street parking spaces through a joint parking agreement may occur where two or more uses or activities on the same or separate development sites are able to share the same parking spaces because their parking demands occur at different times. Joint parking shall meet the following standards:
 - (A) Proximity of joint parking to uses or activities served. Joint parking areas shall be located as set forth in SRC 806.010.

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- (B) Compatible hours of operation. The hours of operation for the uses or activities subject to a joint parking agreement shall not substantially overlap and there shall be no substantial conflict in the principal operating hours.

Response: Off-street parking is provided through ownership of the property. This standard is met.

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

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family 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 shall apply to:
- (1) The development of new off-street parking and vehicle use areas;
 - (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
 - (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
 - (4) The paving of an unpaved area.

Response: This application includes new off-street parking and vehicle use areas. The standards in this section apply.

(b) Location.

- (1) Generally. Off-street parking and vehicle use areas shall not be located within required setbacks.

Response: This application includes an adjustment to the applicable interior side setback between the vehicle use area and the southern property line. With the included adjustment, this standard is met.

- (2) Carpool and vanpool parking. Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.

Response: Carpool or vanpool parking is not planned. This standard does not apply.

- (3) Underground parking. Off-street parking may be located underground in all zones, except the RA and RS zones. Such underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.

Response: Underground parking is not planned. This standard does not apply.

(c) Perimeter setbacks and landscaping.

- (1) Perimeter setbacks and landscaping, generally.

- (A) Perimeter setbacks. Perimeter setbacks, as set forth in this subsection, shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property

lines, and adjacent to buildings and structures. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

- (i) Off-street parking and vehicle use areas abutting an alley.
 - (ii) Vehicle storage areas within the IG zone.
 - (iii) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701, abutting nonresidential zones, uses or activities other than household living, or local streets.
 - (iv) Gravel off-street parking areas, approved through a conditional use permit, abutting nonresidential zones, uses or activities other than household living, or local streets.
 - (v) Underground parking.
- (B) Perimeter landscaping. Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

Response: The perimeter setback for the off-street parking and vehicle use area included in this application is planned with landscaping and screening that exceeds the requirement set forth in this subsection, as shown on the Preliminary Landscape Plan in Exhibit A. Therefore, the provisions of this section do not apply and have been omitted from this application.

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

Response: The off-street parking and vehicle use areas included in this application do not abut a street. Therefore, the provisions of this section do not apply and have been omitted from this application.

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

Response: Greater setbacks are required for the vehicle use areas under Section 514.010 of the UDC. Therefore, this standard does not apply.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the planned parking area is setback from the building by a minimum 5-foot-wide unobstructed walkway. This standard is met.

- (5) Perimeter setbacks and landscaping for parking garages. Perimeter setbacks and landscaping as set forth in subsection (c) of this section shall be required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:
 - (A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.
 - (B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.
 - (C) Any parking garage abutting an alley.

Response: Parking garages or parking structures are not planned for this project. This standard does not apply.

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

Response: Parking areas greater than 5,000 square feet are not included in this application. The interior landscaping standards do not apply.

(***)

- (e) Off-street parking area dimensions. Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6; provided, however, minimum off-street parking area dimensions shall not apply to:
 - (1) Vehicle storage areas.
 - (2) Vehicle display areas.

Response: As shown on the Preliminary Site Plan in Exhibit A, standard parking spaces are planned that meet the minimum dimensional standard (9 feet wide by 19 feet long) set forth in Table 806-6. This standard is met.

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

Response: Finished grades of the off-street parking and vehicle use areas are shown on the Grading and Drainage Plan in Exhibit A. Finished grades for the off-street parking spaces and

internal accessways are not shown with grades/slopes exceeding 8 percent. This standard is met.

(g) **Surfacing.** Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:

- (1) Vehicle storage areas within the IG zone.
- (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
- (3) Gravel off-street parking areas, approved through a conditional use permit.

Response: The off-street parking and vehicle use area shown on the Preliminary Site Plan in Exhibit A is planned with a hard surface material meeting the Public Works Design Standards. This standard is met.

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

Response: Drainage is provided as shown on the Grading and Drainage Plan in Exhibit A. This was prepared by a registered professional engineer and is intended to comply with the City's Public Works Design Standards. This standard is met.

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

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

Response: A 7-foot-wide walkway is provided in front of the building with a curb allows 2 feet of overhang at the front portion of the parking space while preserving 5 feet of unobstructed walkway width. This standard is met.

(j) **Off-street parking area striping.** Off-street parking areas shall be striped in conformance with the off-street parking area dimension standards set forth in Table 806-6; provided, however, off-street parking area striping shall not be required for:

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

Response: As shown on the Preliminary Site Plan in Exhibit A, standard parking spaces are planned to be striped in conformance with the minimum dimensional standard (9 feet wide by 19 feet long with a 2-foot overhang) set forth in Table 806-6. This standard is met.

(k) **Marking and signage.**

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

Response: Future marking and signage will conform to the Manual of Uniform Traffic Control Devices, as necessary. This standard can be met.

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

Response: As indicated on the Preliminary Site Plan in Exhibit A, lighting for off-street parking and vehicle use areas is planned to be provided with wall pack fixtures that will prevent light from shining onto adjacent residentially zoned property. This standard is met.

- (m) Off-street parking area screening. Off-street parking areas with more than six spaces shall be screened from abutting residentially zoned property, or property used for uses or activities falling under household living, by a minimum six-foot-tall sight-obscuring fence, wall, or hedge; provided, however, screening is not required for vehicle storage areas within the IG zone.

Response: The off-street parking areas are planned to be screened from abutting residentially zoned property by a 6-foot-tall fence around the perimeter of the property, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

806.040. Driveway development standards for uses or activities other than single family or two family.

Unless otherwise provided under the UDC, driveways for uses or activities other than single family or two family shall be developed and maintained as provided in this section.

- (a) Access. Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC chapter 804.

Response: A single driveway for ingress and egress is planned to access the parking area, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (b) Location. Driveways shall not be located within required setbacks except where:
 - (1) The driveway provides direct access to the street, alley, or abutting property.
 - (2) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: The planned driveway shown in the Preliminary Site Plan in Exhibit A provides direct access to 40th Place SE. This standard is met.

- (c) Setbacks and landscaping.

- (1) Perimeter setbacks and landscaping, generally. Perimeter setbacks and landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:
 - (A) The driveway provides direct access to the street, alley, or abutting property.
 - (B) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: As shown in the Preliminary Site Plan in Exhibit A, the planned driveway will provide direct access to the street. Therefore, perimeter setbacks and landscaping are not required.

- (2) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).

Response: The planned driveway does not abut a street. This standard does not apply.

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

Response: The planned driveway abuts an interior property to the south. Greater setbacks are required for this area under Table 514-4 of the UDC. Therefore, this standard does not apply.

- (d) Dimensions. Driveways shall conform to the minimum width set forth in Table 806-7.

Table 806-7: Minimum Driveway Width		
Type of Driveway	Width	Inside Radius of Curves & Corners
One-Way Driveway	12 ft.	25 ft., measured at curb or pavement edge
Two-Way Driveway	22 ft.	25 ft., measured at curb or pavement edge

- (e) Surfacing. All driveways shall be paved with a hard surface material meeting the Public Works Design Standards.
- (f) Drainage. Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
- (g) "No Parking" signs. Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

Response: The planned driveway is ±24 feet wide and will accommodate two-way traffic. The driveway as shown will be surfaced with a hard surface material, adequately designed, graded, drained, and signed to meet applicable Public Works Design Standards. These standards are met.

806.045. Bicycle parking; when required.

- (a) General applicability. Bicycle parking shall be provided as required under this chapter for:

- (1) Each proposed new use or activity.
- (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.
- (3) Any intensification, expansion, or enlargement of a use or activity.

Response: The bicycle parking requirements apply to the new multiple family homes included in this application.

(***)

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.

Response: As shown on the Preliminary Site Plan in Exhibit A, bicycle parking is planned to be located on the same site as the new multiple family homes. This standard is met.

806.055. Amount of bicycle parking.

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

Table 806-8: Minimum Bicycle Parking		
Use	Minimum Number of Spaces Required	Limitations & Qualifications
Multiple family	The greater of 4 spaces or 0.1 spaces per dwelling unit	

Response: This application includes seven multiple family homes requiring four bicycle parking spaces which will be provided as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

806.060. Bicycle parking development standards.

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

(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.

Response: The bicycle parking areas are planned within the breezeway of the new building and a concrete pad east of the parking area as indicated on the Preliminary Site Plan in Exhibit A. This standard is met.

-
- (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.

Response: The parking areas are planned with a direct and accessible route to the public right-of-way from the building entrance. The route is free of obstructions that would require users to lift their bikes to access them. See the Preliminary Site Plan in Exhibit A for more information. This standard is met.

- (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.

Response: The bicycle parking spaces are planned to be 2 feet wide by 6 feet long, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (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.

Response: The bicycle parking spaces are planned to be installed on a hard surface meeting Public Works Design Standards, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (e) Bicycle racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall accommodate the bicyclist's own locking device.
- (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.

Response: The bicycle parking shown on the Preliminary Site Plan in Exhibit A, is planned to be provided with staple/inverted U style racks. This standard is met.

(***)

Chapter 807 – Landscaping and Screening

807.015. Landscaping and screening.

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

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

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

Response: Landscaping exceeding the Type C standard is planned for the interior side setbacks around the perimeter of the property, as shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

- (b) Plant materials and corresponding plant unit values. Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

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

Response: The Preliminary Landscape Plan in Exhibit A shows the location, quantities, varieties, sizes, and intended coverage of the plants that are planned for the project. This standard is met.

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

-
- (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.

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

Response: The project does not include tree removal. This standard does not apply.

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

Response: The project does not include tree removal. This standard does not apply.

- (e) Screening standards. Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:

- (1) Height. Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.

Response: Six-foot-high fences are planned to provide perimeter screening around the property according to the Type C landscape standard as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (2) Opacity. Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.

Response: The fencing used to provide perimeter screening is planned to be sight obscuring. This standard is met.

- (3) Maintenance. Fences and walls shall be maintained in safe condition, and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.

Response: The Applicant intends to keep the planned fences maintained as necessary. This standard can be met.

- (f) Berm. Unless otherwise provided under the UDC, where screening is required in the form a berm, the berm shall be an earthen mound no less than three feet in height above the existing grade, and shall be constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties.

Response: Berms are not planned to provide screening. This standard does not apply.

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

Response: Street trees are planned as shown on the Preliminary Landscape Plan in Exhibit A. These trees are intended to comply with SRC chapter 86, as applicable. This standard is met.

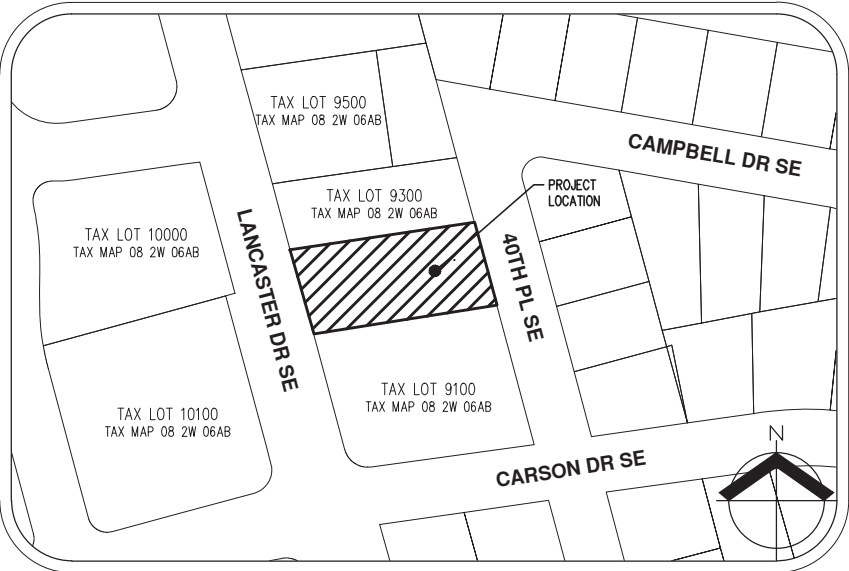
IV. Conclusion

The required findings have been made and this written narrative and accompanying documentation demonstrate the application is consistent with the applicable provisions of the Salem Revised Code. The evidence in the record is substantial and the City can rely upon this information to approve the application.

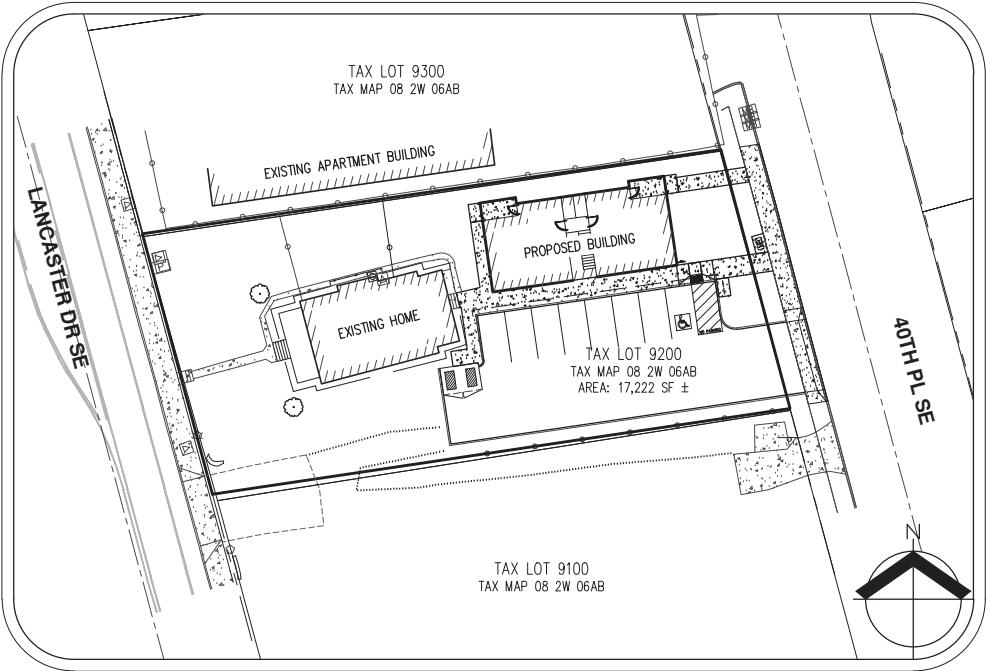
Exhibit A: Preliminary Plans

1610 LANCASTER DR SE

PRELIMINARY PLANS - FOR SITE PLAN REVIEW



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
DECIDUOUS TREE		STORM DRAIN CLEAN OUT	
CONIFEROUS TREE		STORM DRAIN CATCH BASIN	
FIRE HYDRANT		STORM DRAIN AREA DRAIN	
WATER BLOWOFF		STORM DRAIN MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		UTILITY POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	
MAILBOX		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING

PROPOSED

RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE		
OVERHEAD WIRE		
COMMUNICATIONS LINE		
FIBER OPTIC LINE		
GAS LINE		
STORM DRAIN LINE		
SANITARY SEWER LINE		
WATER LINE		

PROPERTY DESCRIPTION:

MARION COUNTY TAX MAP 08 2W 06AB
TAX LOT 9200
CITY OF SALEM, OREGON

ADDRESS:

1610 LANCASTER DR SE
SALEM, OREGON 97317

VERTICAL DATUM

ELEVATIONS ARE BASED ON NGS
BENCHMARK QE1456, LOCATED AT 2510
TURNER ROAD SOUTHEAST. ELEVATION
= 209.10 FEET (NAVD88) THEN
ADJUSTED TO NGVD29 WITH A VERTICON
SHIFT OF -3.36 FEET, SETTING THE
NGVD29 ELEVATION AT 205.74 FEET.

LAND USE PLANNING / CIVIL ENGINEERING / LANDSCAPE ARCHITECTURE / SURVEYING FIRM

AKS ENGINEERING & FORESTRY, LLC
CONTACT: ZACH PELZ, AICP
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM

APPLICANT

GOOD WELL CONSTRUCTION, INC.
2825 FOXHAVEN DR SE
SALEM, OR 97306

BUILDING DESIGNER

GREG LARSON DRAFTING & DESIGN
CONTACT: GREG LARSON
289 E ELLENDALE AVE, STE 602
DALLAS, OR 97338
PH: 503.364.8577

EXISTING CONDITIONS:

1 SINGLE FAMILY RESIDENTIAL HOME

PROJECT PURPOSE:

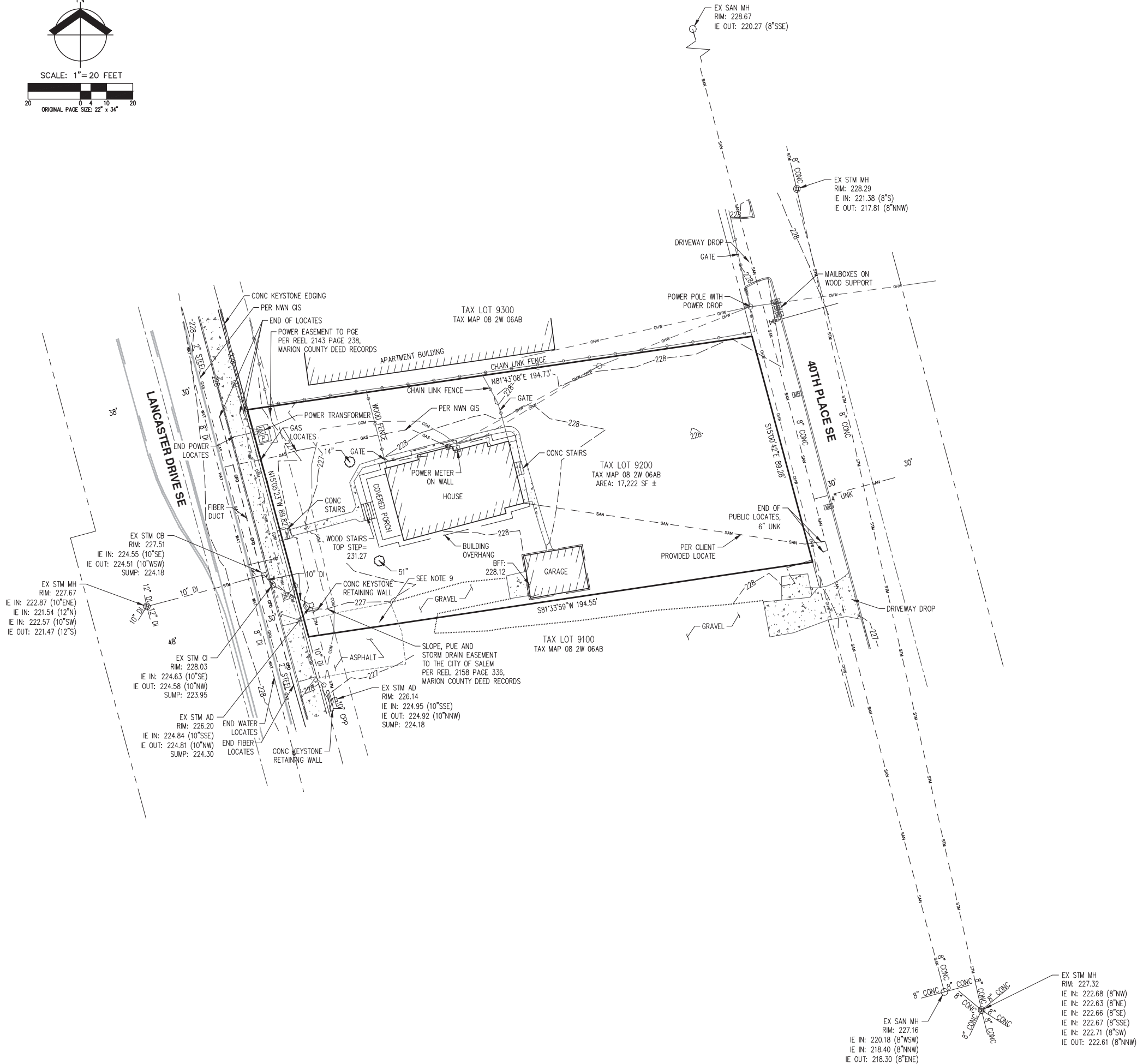
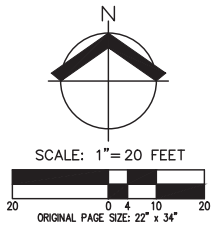
CONSTRUCTION OF A NEW 7 UNIT MULTI-FAMILY
HOUSING DEVELOPMENT WITH ASSOCIATED
PARKING, LANDSCAPING, AND UTILITIES.

CIVIL SHEET INDEX

C001	PRELIMINARY COVER SHEET
C002	EXISTING CONDITIONS PLAN
C100	PRELIMINARY SITE PLAN
C200	PRELIMINARY GRADING AND DRAINAGE PLAN
C300	PRELIMINARY UTILITY PLAN
L100	PRELIMINARY LANDSCAPE PLAN

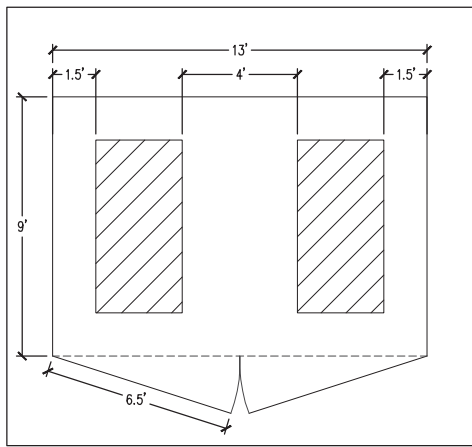
ARCHITECTURAL SHEET INDEX

A1	ELEVATIONS
A2	1ST & 2ND FLOOR PLAN
A3	FOUNDATION AND ROOF
A4	3RD FLOOR PLAN
A5	SECTIONS

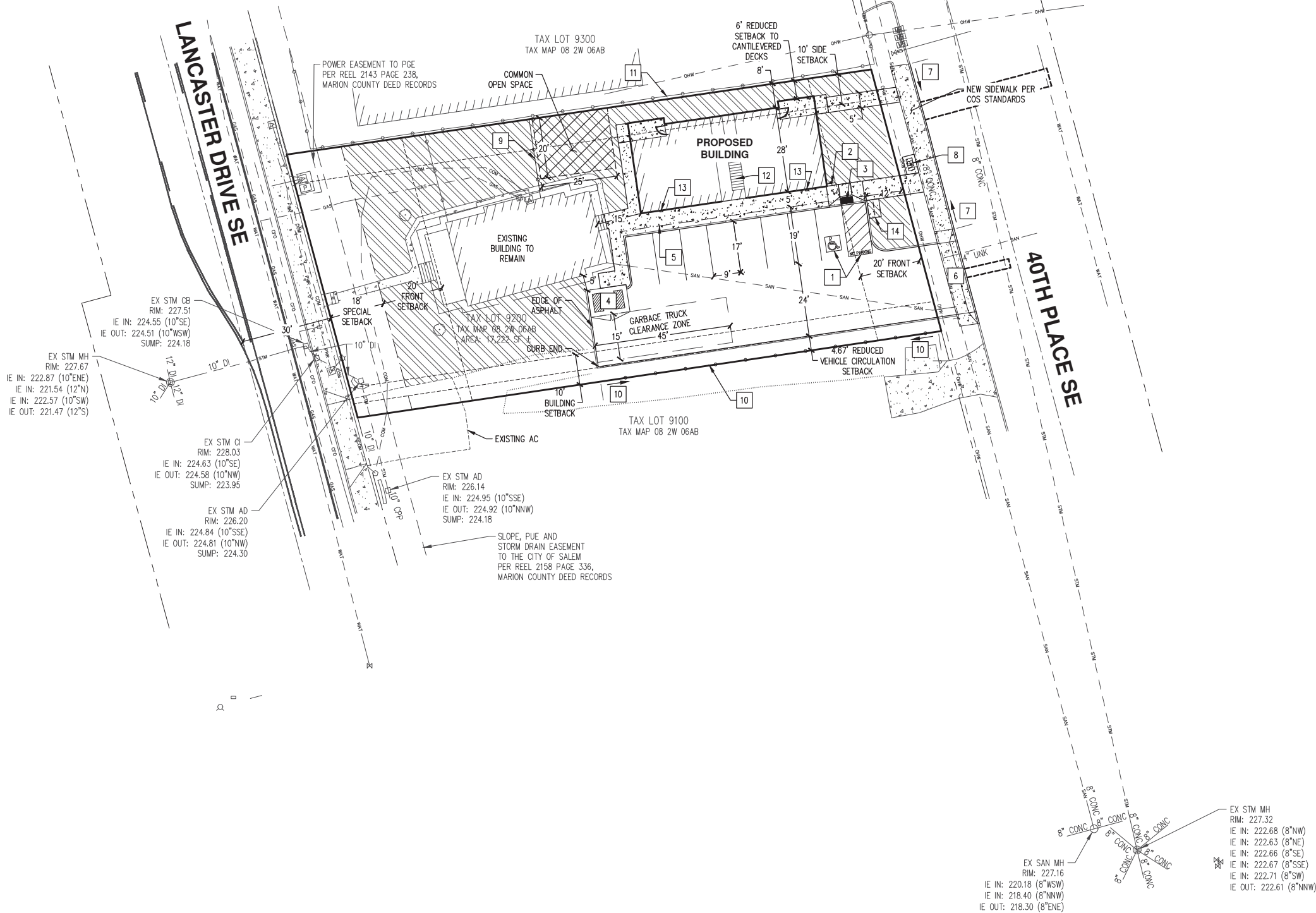


NOTES:

- UTILITIES SHOWN ARE BASED ON UNDERGROUND UTILITY LOCATE MARKINGS AS PROVIDED BY OTHERS, PROVIDED PER UTILITY LOCATE TICKET NUMBER 20140958. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND LOCATES REPRESENT THE ONLY UTILITIES IN THE AREA. CONTRACTORS ARE RESPONSIBLE FOR VERIFYING ALL EXISTING CONDITIONS PRIOR TO BEGINNING CONSTRUCTION.
- FIELD WORK WAS CONDUCTED JUNE 16, 2020.
- VERTICAL DATUM: ELEVATIONS ARE BASED ON NGS BENCHMARK QE1456, LOCATED AT 2510 TURNER ROAD SOUTHEAST. ELEVATION = 209.10 FEET (NAVD88) THEN ADJUSTED TO NGVD29 WITH A VERTCON SHIFT OF -3.36 FEET, SETTING THE NGVD29 ELEVATION AT 205.74 FEET.
- HORIZONTAL DATUM: A LOCAL DATUM PLANE DERIVED FROM STATE PLANE OREGON NORTH 3601 NAD83 (2011) EPOCH 2010.0000 BY MULTIPLYING BY A PROJECT MEAN GROUND COMBINED SCALE FACTOR OF 1.000102782 AT A CENTRAL PROJECT POINT WITH INTERNATIONAL FEET STATE PLANE GRID COORDINATES N:463382.431 E:7560187.448 AND A MERIDIAN CONVERGENCE ANGLE OF -1'45'27". STATE PLANE COORDINATES WERE DERIVED FROM GPS OBSERVATIONS USING THE TRIMBLE VRS NOW NETWORK. DISTANCES SHOWN ARE INTERNATIONAL FEET GROUND VALUES.
- THIS IS NOT A PROPERTY BOUNDARY SURVEY TO BE RECORDED WITH THE COUNTY SURVEYOR. BOUNDARIES MAY BE PRELIMINARY AND SHOULD BE CONFIRMED WITH THE STAMPING SURVEYOR PRIOR TO RELYING ON FOR DETAILED DESIGN OR CONSTRUCTION.
- BUILDING FOOTPRINTS ARE MEASURED TO SIDING UNLESS NOTED OTHERWISE. CONTACT SURVEYOR WITH QUESTIONS REGARDING BUILDING TIES.
- CONTOUR INTERVAL IS 1 FOOT.
- TREES WITH DIAMETER OF 6" AND GREATER ARE SHOWN. TREE DIAMETERS WERE MEASURED UTILIZING A DIAMETER TAPE AT BREAST HEIGHT. TREE INFORMATION IS SUBJECT TO CHANGE UPON ARBORIST INSPECTION.
- SHARED DRIVEWAY. NO EASEMENT OF RECORD WAS IDENTIFIED BY AMERITITLE PRELIMINARY TITLE REPORT FILE NUMBER 355199AM DATED JUNE 8, 2020.
- SUBJECT TO A WATER WELL AND PIPELINE EASEMENT PER VOLUME 565 PAGE 776, MARION COUNTY DEED RECORDS. EXACT LOCATION NOT DISCLOSED. NO WATER LINE OR WELL OBSERVED DURING THE COURSE OF THE SURVEY.



TRASH ENCLOSURE DETAIL
NTS



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
GROSS FLOOR AREA = 1,359± SF
HEIGHT = UNKNOWN

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
GROSS FLOOR AREA = 4,428 (1,476 SF/FLOOR)
HEIGHT = 33.5'

LOT COVERAGE SUMMARY:

BUILDING COVERAGE =	3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) =	5,600± SF
LANDSCAPED AREAS =	8,437± SF
% IMPERVIOUS AREA =	51%
% PERVIOUS AREA =	49%

OPEN SPACE SUMMARY:

COMMON OPEN SPACE REQUIRED =	500 SF WITH 20' MINIMUM DIMENSION
COMMON OPEN SPACE PROVIDED =	500 SF
GROSS OPEN SPACE REQUIRED =	3,445 SF (20% OF GROSS SITE AREA)
GROSS OPEN SPACE PROVIDED =	5,505± SF (31% OF GROSS SITE AREA)

OPEN SPACE LEGEND:

	COMMON OPEN SPACE PROVIDED
	GROSS OPEN SPACE PROVIDED

PARKING SUMMARY:

OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES
TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES (INCLUDES 1 ACCESSIBLE STALL)

BICYCLE PARKING REQUIRED = 4 SPACES

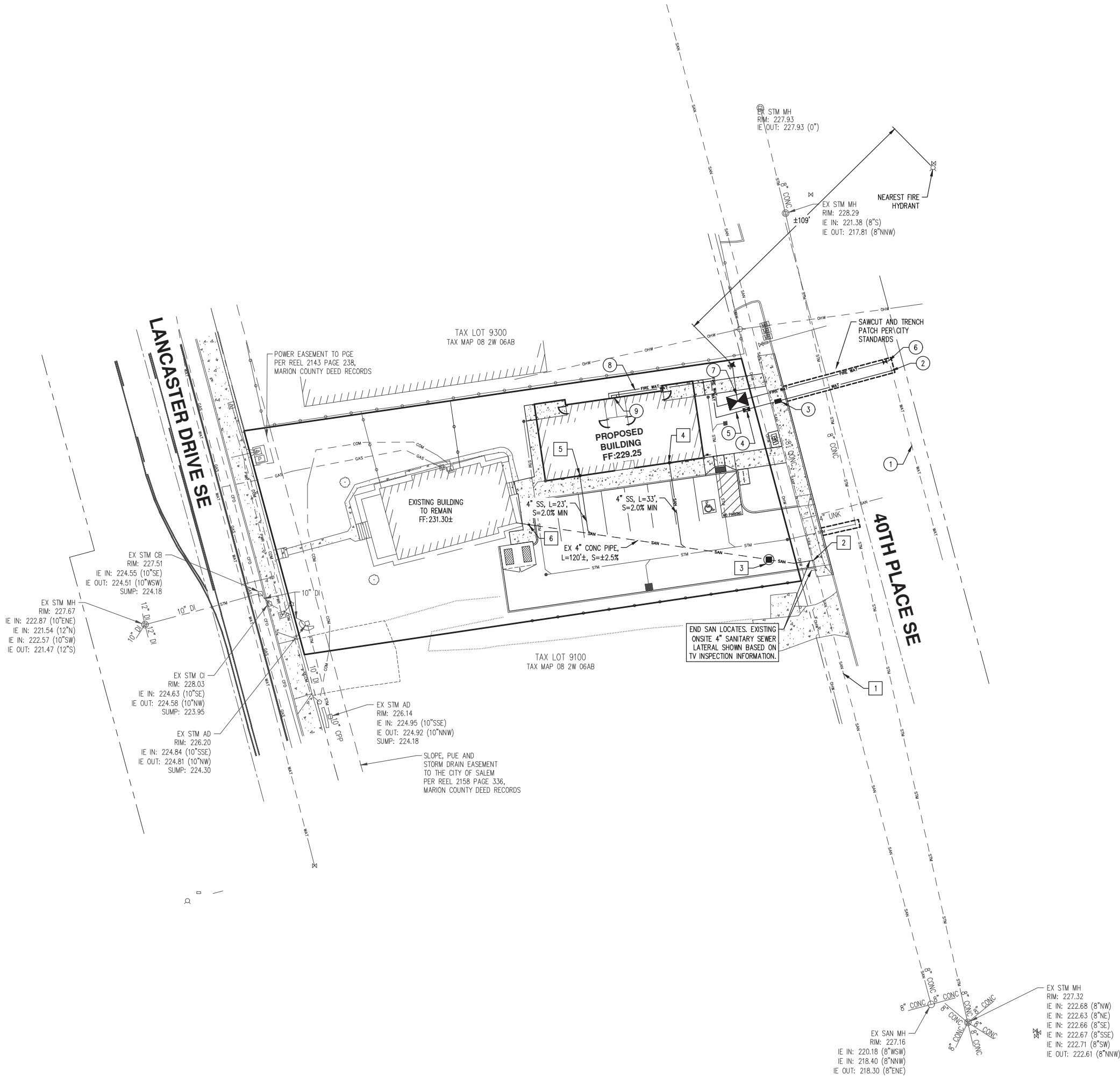
BICYCLE PARKING PROVIDED = 4 SPACES

SETBACK SUMMARY:

SPECIAL SETBACK (LANCASTER DRIVE) 48' FROM CL =	18'
FRONT SETBACK (LANCASTER DRIVE) =	20'
FRONT SETBACK (40TH PLACE) =	20'
SIDE SETBACKS (NORTH/SOUTH) =	10'
REDUCED SETBACKS:	
SIDE SETBACK (NORTH) =	6'
SIDE SETBACK (SOUTH) =	4.67' (VEHICLE CIRCULATION)

KEYED NOTES:

- ACCESSIBLE STALL AND ACCESSIBLE STRIPING
- ACCESSIBLE PARKING SIGN
- PEDESTRIAN CURB RAMP
- TRASH ENCLOSURE
- 2' BUMPER OVERHANG
- COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARDS
- 6' SIDEWALK PER CITY STANDARDS. CURB TO REMAIN
- MAILBOX PER USPS REQUIREMENTS
- 4' CHAIN LINK FENCE
- 6' SITE OBSCURING FENCE ALONG PROPERTY LINE
- SITE OBSCURING FENCE AT PROPERTY LINE TO REMAIN
- BIKE PARKING UNDER STAIRS WITHIN BUILDING FOOTPRINT TO ACCOMMODATE 2 BIKE SPACES
- WALL PACK LIGHT WITH SHIELDING PER CITY STANDARDS
- STAPLE BIKE RACK ON 4' X 6' CONCRETE PAD

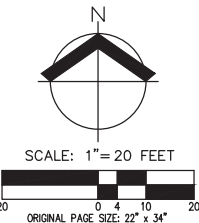


WATER AND FIRE KEYED NOTES:

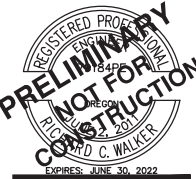
1. EXISTING 6" DI PUBLIC WATER MAIN PER CITY AS-BUILT INFORMATION
2. 2" DOMESTIC WATER SERVICE
3. 1.5" WATER METER
4. 2" DOUBLE CHECK ASSEMBLY
5. 2" DOMESTIC WATER SERVICE TO BUILDING
6. NEW FIRE SERVICE
7. DOUBLE CHECK DETECTOR ASSEMBLY WITH FDC
8. FIRE SERVICE TO BUILDING
9. DOMESTIC WATER AND FIRE SERVICE CONNECTION AT BUILDING.

SANITARY SEWER (SS) KEYED NOTES:

1. EXISTING 8" CONC. PUBLIC SS MAIN
2. 4" SEWER LATERAL CONNECTION AT MAIN
8" IE: 219.12±
3. MONITORING MANHOLE PER CITY STANDARDS
4. 4" SS LATERAL WITH CO AT BUILDING
IE: 224.25
5. 4" SS LATERAL WITH CO AT BUILDING
IE: 224.25
6. NEW CO OVER EXISTING 4" SANITARY SEWER SERVICE
EXISTING IE: 222±



**PRELIMINARY UTILITY PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**

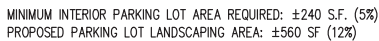


JOB NUMBER:	8106
DATE:	11/17/2020
DESIGNED BY:	TDR
DRAWN BY:	KNU
CHECKED BY:	RCW

C300

TOTAL SITE PLANT UNITS				
PLANT MATERIAL	PU VALUE	QTY PROPOSED	TOTAL PU	PROPOSED PU
1.5" CAL. SHADE TREES	10 PU	9	90 PU	TREE PU: 90
6" CONIFER	5 PU	0	0 PU	
3G LARGE SHRUB	2 PU	94	188 PU	SHRUB PU: 213
1G SMALL SHRUB	1 PU	0	0 PU	
LAWN/GROUNDCOVER	1 PU/50 SF	1,235 SF	25 PU	

1. PLANTS AND LANDSCAPING ARE PRELIMINARY AND SHOWN TO PORTRAY THE CHARACTER OF THE SITE. PLAN REVISIONS INCLUDING CHANGES TO PLANT SPECIES, SIZES, SPACING, QUANTITIES, ETC., DUE TO PLANT AVAILABILITY OR UNFORESEEN SITE CONDITIONS MAY BE APPROVED PRIOR TO INSTALLATION WHERE ALLOWED BY THE CITY OF SALEM'S DESIGN STANDARDS.
2. ALL LANDSCAPING SHALL CONFORM TO THE CITY OF SALEM'S LANDSCAPE DESIGN STANDARDS AND TO THE AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1, CURRENT EDITION) IN ALL WAYS; PLANT MATERIAL SHALL BE, UPON INSTALLATION, VIGOROUS AND WELL-BRANCHED, WITH HEALTHY AND WELL-FURNISHED ROOT SYSTEMS, FREE OF DISEASES, INSECT PESTS, AND INJURIES. PLANT IN ACCORDANCE WITH RECOGNIZED BEST PRACTICE INDUSTRY STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTOR'S BOARD (OLCB) AND THE AMERICAN HORTICULTURE INDUSTRY ASSOCIATION. FIELD ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS WITH UTILITIES, BUILDING OVERHANGS, ETC.
3. DOUBLE STAKE ALL TREES UNLESS OTHERWISE SPECIFIED. TREES SHALL BE PLANTED NO CLOSER THAN 3" O.C. FROM SIDEWALKS, CURBING OR OTHER HARDSCAPING.
4. ALL LANDSCAPING SHALL BE INSTALLED AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM DUE TO INCLEMENT WEATHER OR TEMPORARY SITE CONDITIONS.
5. PLANTING AND INSTALLATION OF ALL REQUIRED LANDSCAPING SHALL BE INSPECTED AND APPROVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM.
6. EVERY EFFORT SHALL BE MADE TO PROTECT EXISTING VEGETATION TO REMAIN DURING SITE CONSTRUCTION.
7. A PERMANENT UNDERGROUND OR DRIP IRRIGATION SYSTEM WITH A BACKFLOW DEVICE APPROVED BY THE CITY OF SALEM, SHALL BE PROVIDED FOR ALL NEW AND IMPROVED LANDSCAPED AREAS WITHIN THE PROJECT WORK AREA FOR THE ESTABLISHMENT AND LONG-TERM HEALTH OF PLANT MATERIAL. THE IRRIGATION SYSTEM SHALL BE 'DESIGN-BUILD' BY THE LANDSCAPE CONTRACTOR, USING CURRENT WATER-SAVING TECHNOLOGY, AND INCLUDE ALL MATERIALS, COMPONENTS, CITY APPROVED BACKFLOW OR ANTI-SIPHON DEVICES, VALVES, ETC., NECESSARY FOR THE COMPLETE AND EFFICIENT COVERAGE OF ALL NEW AND IMPROVED LANDSCAPED AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OWNER FOR POINT-OF-CONNECTION (POC), SLEEPING LOCATION, AND MAINLINE LAYOUT PRIOR TO ANY PAVING REPAIR OR STRIPING. CONTRACTOR SHALL PROVIDE THE CITY OF SALEM WITH AN IRRIGATION PLAN INCLUDING ZONING AND COMPONENT LAYOUT FOR APPROVAL PRIOR TO INSTALLATION AS A DEFERRED SUBMITTAL.
8. THE OWNER AND TENANTS SHALL BE JOINTLY RESPONSIBLE FOR MAINTAINING ALL LANDSCAPE MATERIAL IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT AND ORDERLY APPEARANCE IN KEEPING WITH CURRENT INDUSTRY STANDARDS. UNHEALTHY OR DEAD PLANT MATERIALS SHALL BE REPLACED IN CONFORMANCE TO THE REQUIREMENTS OF THE ORIGINALLY APPROVED LANDSCAPE PLAN.
9. MULCH: APPLY 3" DEEP WELL-AGED DARK HEMLOCK OR FIR, MEDIUM GRIND, UNDER AND AROUND ALL PLANTS IN PLANTING BEDS.



LANDSCAPE IRRIGATION TO BE A DEFERRED SUBMITTAL



NORTH ELEVATION



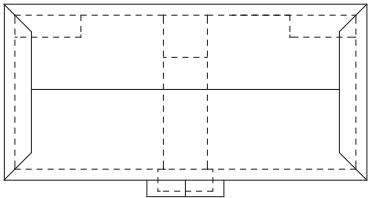
40TH PL ELEVATION

1ST LEVEL : 708 SQ FT
2ND LEVEL : 708 SQ FT
3RD LEVEL : 708 SQ FT
TOTAL LIVING AREA :

2017 Oregon Residential Specialty Code

EXPOSURE : B
BASIC WIND SPEED : 120 MPH (UWS)
SEISMIC DESIGN CATEGORY : DI

LATERAL DESIGN STANDARDS



WEST ELEVATION



SOUTH ELEVATION

1/4"=1'0"

REVISION	BY

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GOOD WELL
CONSTRUCTION
INC. ***
Jordan Schweiger
503-375-6205
COP#: 215065

ELEVATIONS

RESIDENCE FOR :
ADDRESS : 160 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY : GLL
CHECKED BY :
DATE : 10-27-20
SCALE : 1/4" = 1'-0"
JOB NO. : S-708-3

SHEET : 1
OF : 5

EMERGENCY ESCAPE AND RESCUE OPENINGS

R301 Emergency escape and rescue required. Basements and every sleeping room shall have at least one operable emergency escape and rescue opening. Where basements contain one or more sleeping rooms, emergency egress and rescue openings shall be required in each sleeping room, but shall not be required in adjoining areas of the basement. Where emergency escape and rescue openings are provided, they shall have a sill height of not more than 44 inches (1118 mm) above the floor. Where a door opening having a threshold below the adjacent ground elevation serves as an emergency escape and rescue opening and is provided with a bulkhead enclosure, the bulkhead enclosure shall comply with Section R303.3. The net clear opening dimensions required by this section shall be obtained by the normal operation of the emergency escape and rescue opening from the inside. Emergency escape and rescue openings with a finished sill height below the adjacent ground elevation shall be provided with a window well in accordance with Section R302.2. Emergency escape and rescue openings shall open directly into a public way, or to a yard or court that opens to a public way.

R302 Installation Location. Carbon monoxide alarms shall be located in each bedroom or within 5 feet (1524mm) outside of each bedroom door. Bedrooms on separate floor levels in a structure consisting of two or more stories shall have separate carbon monoxide alarms serving each story.

R303.3 Location. Smoke alarms shall be installed in the following locations:

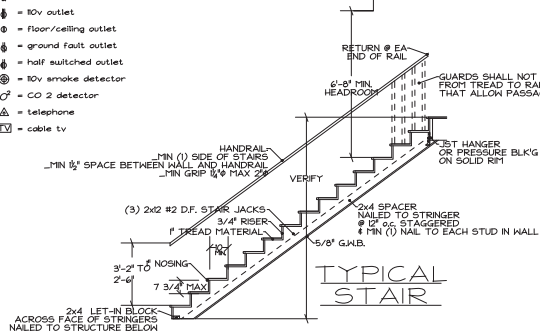
1. In each sleeping room.
 2. Outside each separate sleeping area in the immediate vicinity of the bedrooms.
 3. On each additional story of the dwelling, including basements and cellars but not including crawl spaces and uninhabitable attics. In dwellings or dwelling units with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.
- When more than one smoke alarm is required to be installed within an individual dwelling unit, the alarm devices shall be interconnected in such a manner that the actuation of one alarm will activate all of the alarms in the individual unit.

Required smoke alarms shall not be located within kitchens, garages, or in other spaces where temperatures can fall below 40°C. Location: smoke alarms shall not be located closer than 3 feet (914 mm) horizontally from the following:

1. The door to a kitchen;
2. The door to a bathroom containing a tub or shower;
3. The supply registers of a forced air heating or cooling system, outside the airflow from those registers.

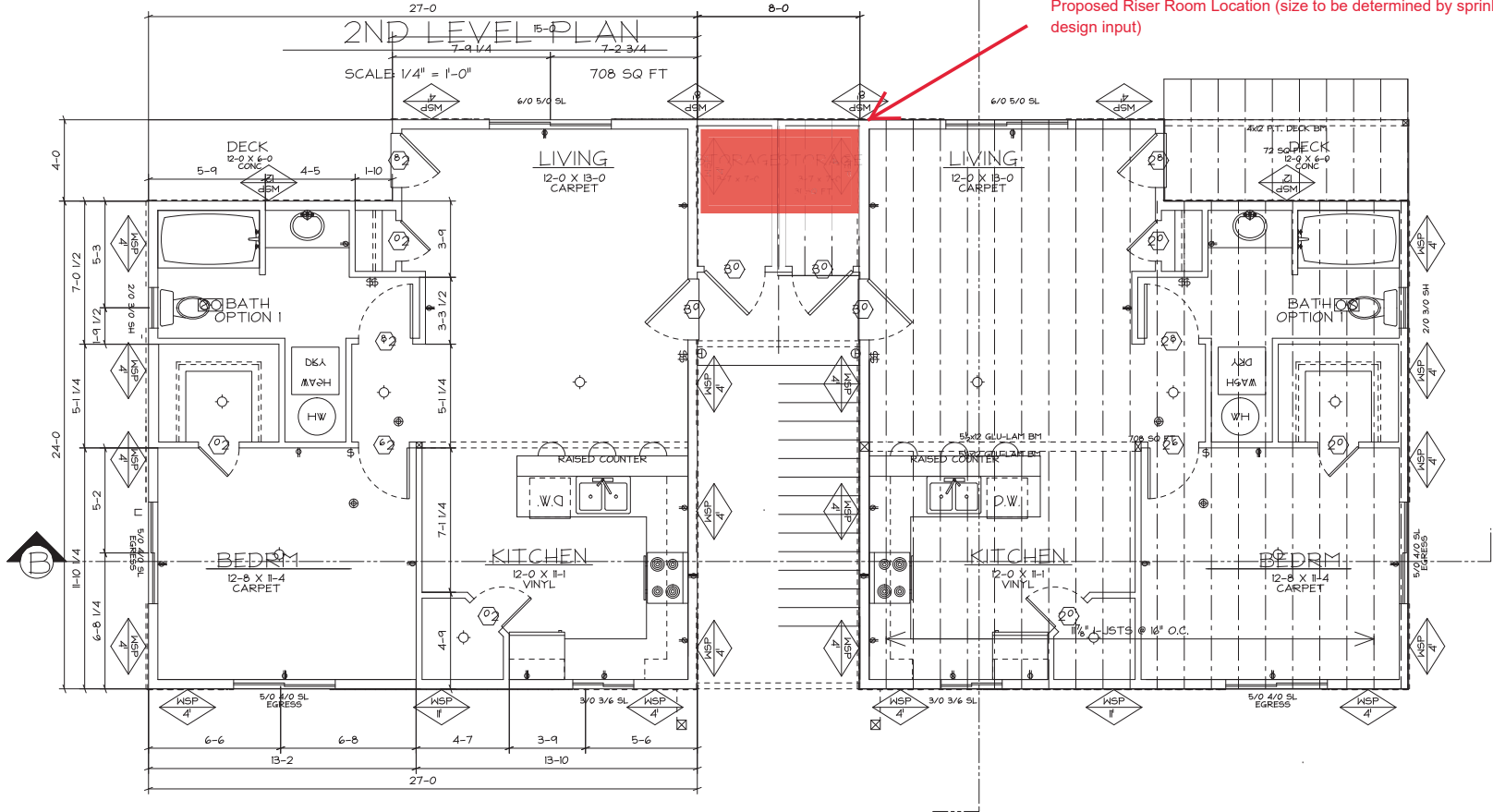
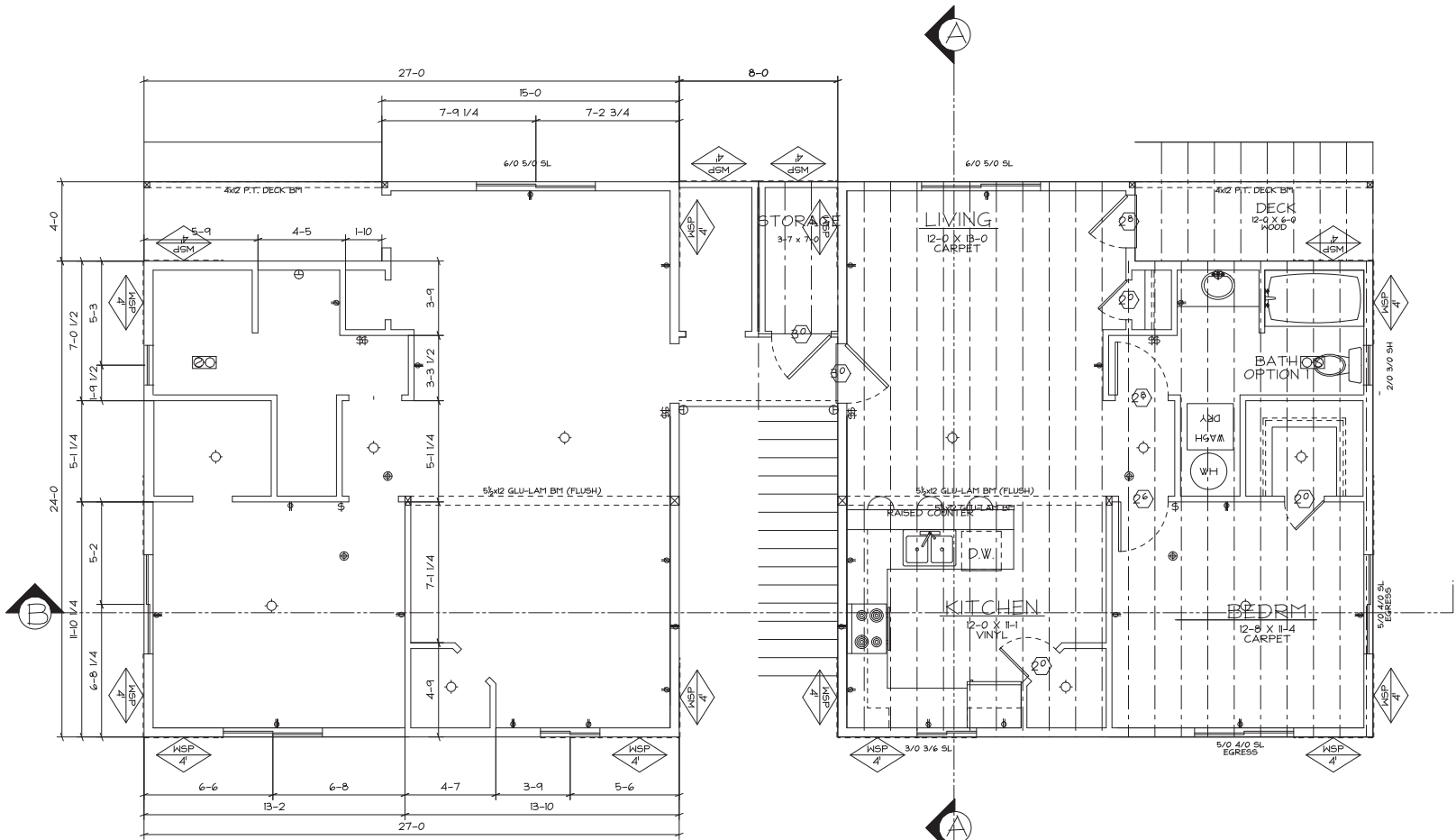
smoke alarm installed within 20 feet (6096 mm) (direct path) of a cooking appliance shall be a photoelectric-type linear smoke alarm or the alarm shall have an approved alarm silencing means.

- S = switch
- S₃ = three-way switch
- S₄ = four-way switch
- = ceiling light
- = recessed light
- = wall hung light
- = wall hung flood light
- = exhaust fan
- = 220v outlet
- = 10v outlet
- = floor/ceiling outlet
- = ground fault outlet
- = half switched outlet
- = 10v smoke detector
- CO = CO 2 detector
- △ = telephone
- TV = cable tv



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- = 10v smoke detector
- CO = CO 2 detector
- △ = telephone
- TV = cable tv



MAIN LEVEL PLAN
SCALE: 1/4" = 1'-0"

REVISION	BY

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GOOD WELLS
CONSTRUCTION
INC.

Jordan Schweiger
503-575-6205
CGB#: 215065

1st & 2nd FLOOR PLAN

RESIDENCE FOR :
ADDRESS : 160 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY	GLI
CHECKED BY	
DATE	07-09-20
SCALE	1/4" = 1'-0"
JOB NO.	Q0998-2
SHEET : 2	OF : 5

MIN. FOOTINGS FOR 1500 PSF SOIL BEARING STRENGTH=
6X12" FOR (1) FLOOR;
7X15" FOR (2) FLOORS;
8X18" FOR (3) FLOORS;
FOOTING SHALL EXTEND NOT LESS THAN 12" BELOW
THE NATURAL FINISH GRADE.

MIN CONC. STEM WALL FOR 1-STORY = 6"
SUPPORTING 2 FLOORS = 8"
SUPPORTING 3 FLOORS = 10".

FOOTINGS FOR BRICK VENEER TO
EXTEND 10" MIN FROM FACE OF STEM

CONCRETE TO BE 3000 PSI MIN.
REBAR SHALL BE ASTM A615, GRADE 60 ($f_y=60000\text{psi}$)

CHECK FLOOR PLAN FOR LOCATION OF BRACE PANELS.
ALL BRACE LINES REQUIRE 3"x3"x0.229" PLATE WASHERS.

R401.3 Drainage. Surface drainage shall be diverted to a storm sewer conveyance or other approved point of collection so as to not create a hazard. Lots shall be graded to drain surface water away from foundation walls. The grade shall fall a minimum of 6 inches (152 mm) within the first 10 feet (3048 mm).

Exception: Where lot lines, walls, slopes or other physical barriers prohibit 6 inches (152 mm) of fall within 10 feet (3048 mm), the final grade shall slope away from the foundation at a minimum slope of 5 percent and the water shall be directed to drains or swales or other means shall be provided to ensure drainage away from the structure. Swales shall be sloped a minimum of 2 percent when located within 3048 mm) of the building's foundation. Impermeous surfaces within 10 feet (3048 mm) of the building foundation shall be sloped a minimum of 2 percent away from the building.

R403.13 Footing and stem wall reinforcing in Seismic Design Categories D1 and D2. Concrete footings located in Seismic Design Categories D1 and D2, as established in Table R302.1(1), shall have minimum reinforcement in accordance with this section and Figure R403.13. Reinforcement shall be installed with support and cover in accordance with Section R403.13.5.

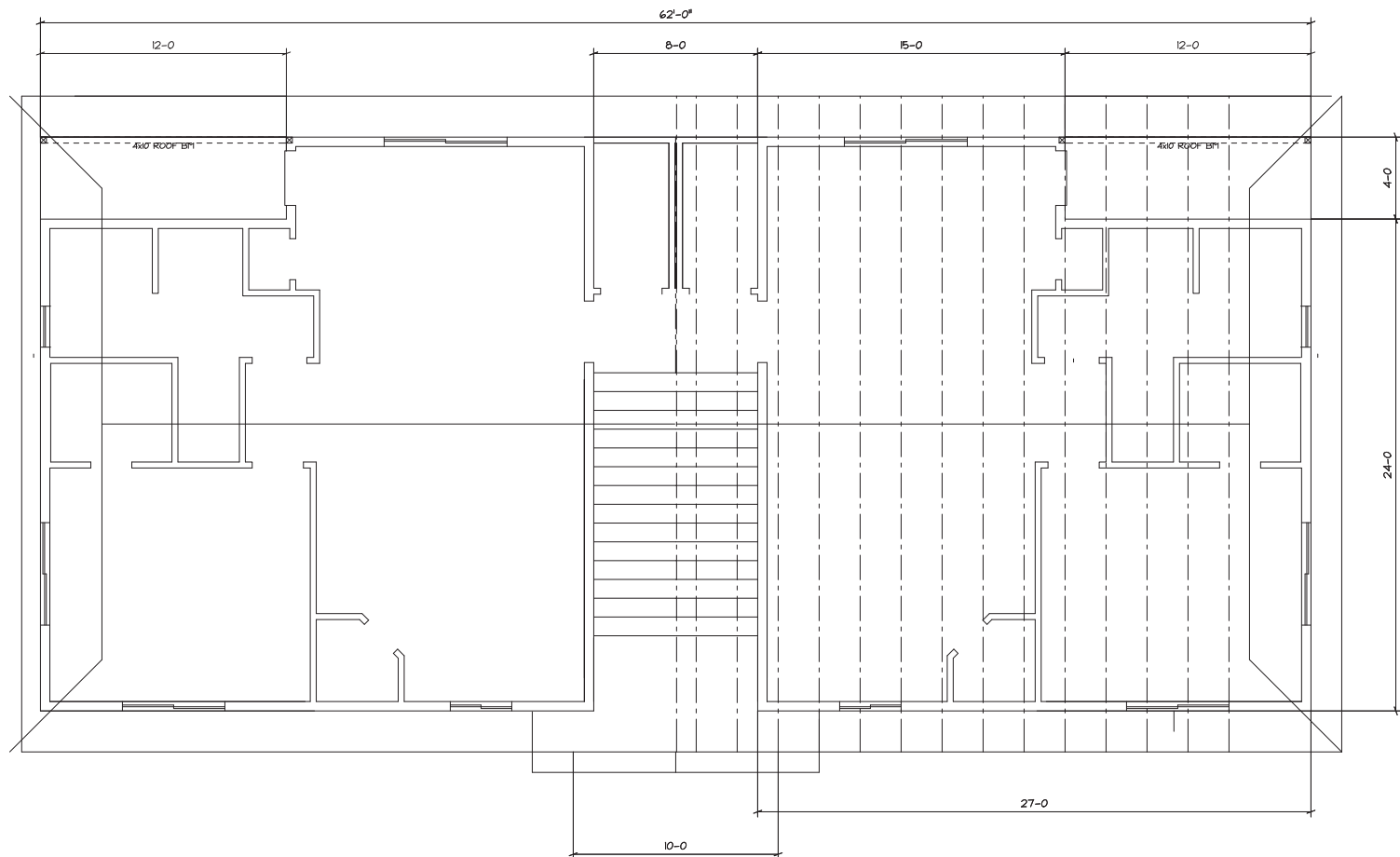
R403.3.1 Concrete stem wall with concrete footings. In Seismic Design Categories D1 and D2 where a construction joint is created between a concrete footing and a concrete stem wall, a minimum of one No. 4 vertical bar shall be installed at not more than 4 feet on center. A vertical bar shall have a standard hook and extend to the top of the stem wall and have support and cover as specified in Section R403.3.5.3 and extend a minimum of 14 inches into the stem wall. Standard hooks shall comply with Section R608.5.4.5. A minimum of one No. 4 horizontal bar shall be installed at each vertical construction joint in the stem wall. A horizontal bar shall be located 3 to 4 inches from the bottom of the footing.

MIO.4.92 Ground cover. A ground cover shall be installed in the crawl space for both new and existing buildings when insulation is installed. Ground cover shall be 6-mil (0.05mm) black polyethylene or other approved material of equivalent mils rating. Ground cover shall be installed 12 inches (305 mm) up the wall and cover the entire surface area extending full width and length of the crawl space and turn 12 inches (305 mm) up the foundation wall. Ground cover of 6-mil (0.05mm) black polyethylene or other approved sheet material shall be installed on the ground beneath concrete floor slabs located in conditioned spaces.

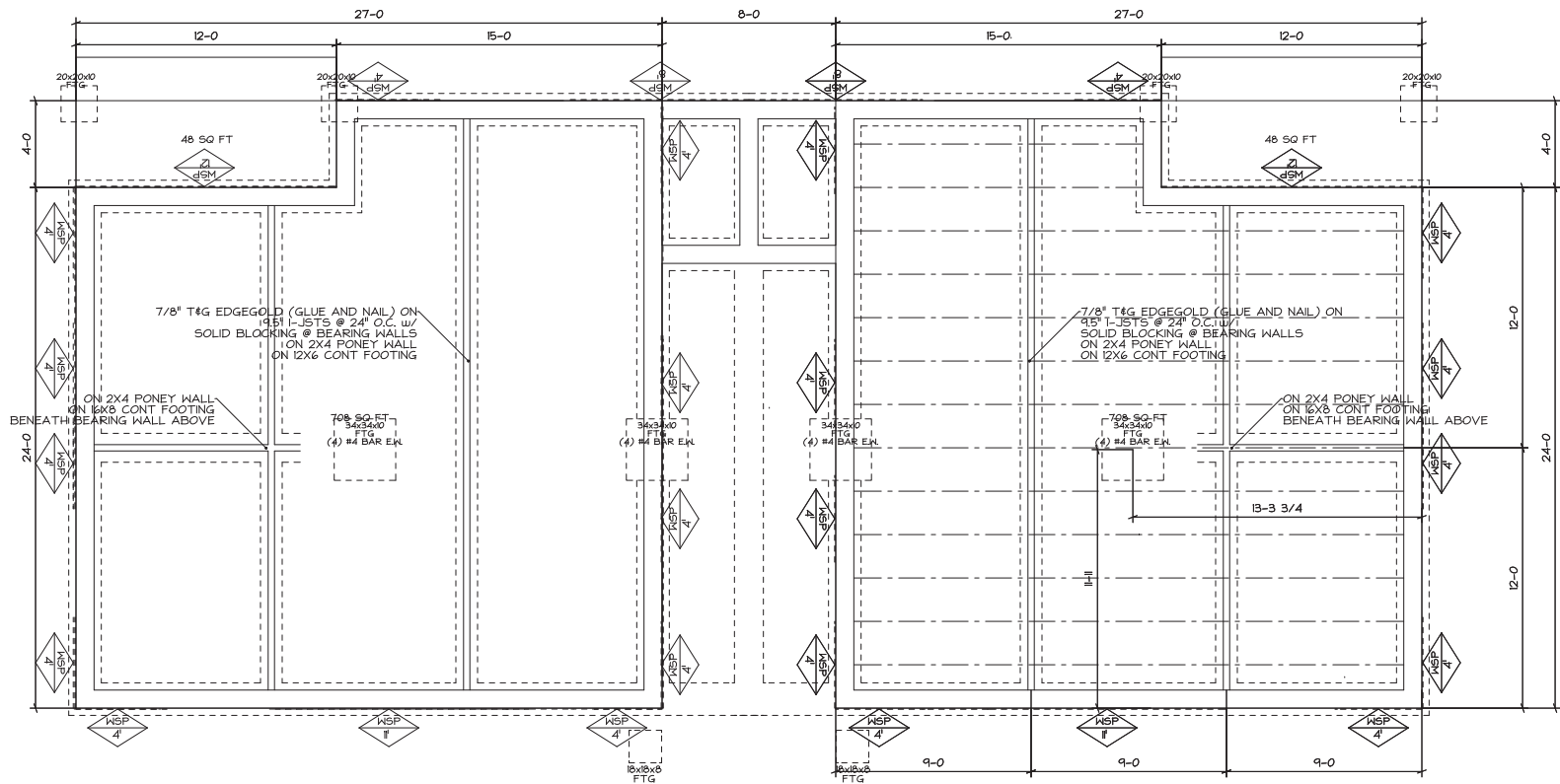
R403.1.5 Minimum depth. All exterior footings shall be placed at least 12 inches (305mm) below the finished grade on undisturbed ground surface. Where applicable, the depth of footings shall also conform to Sections R403.1.5.1 through R403.1.5.2.

R403.1.6 Foundation anchorage. Wood sill plates and wood walls supported directly on continuous foundations shall be anchored to the foundation in accordance with this section.

Wood Sill. plate at exterior walls on monolithic slabs, wood sill plate to be braced with wall panels at building corners. Interiors on monolithic slabs, wood sill plate slabs shall be bolted to the foundation with minimum 1/2" diameter anchor bolts spaced a maximum of 6 feet (1828mm) on center. Bolts shall be installed in anchor straps spaced as required to provide equivalent anchorage to 1/2 inch diameter anchor bolts. Bolts shall be installed in anchor straps in grouted cells of concrete masonry units. The bolts shall be located in the middle third of the width of the plate, and shall be installed in the middle third of each anchor bolt. There shall be a minimum of two bolts per plate section with one bolt located not more than 12 inches (305mm) from each end of the plate. Bolts shall be installed in the plate section interior in Seismic Design Categories D1 and D2; anchor bolts shall be installed in the plate section exterior in Seismic Design Categories D1 and D2. Anchor bolts shall be installed in the plate section exterior at a maximum of 12 inches (305mm) of the ends of each plate section at interior braced wall lines when required by Section 6502.2.2.2. Bolts shall be installed in the plate section exterior at a maximum of 12 inch (305mm) in diameter and shall be installed a minimum of 1 inch (25mm) into masonry or concrete. Bolts shall be installed in the plate section monolithic slab foundation that are not part of a braced wall system shall be installed in the plate section approved fasteners. A nut and washer shall be tightened on each bolt of the plate. Sills and sole plates shall be protected against decay where required by Section R317.



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

[illegible]

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GOOD WELL
CONSTRUCTION
INC.

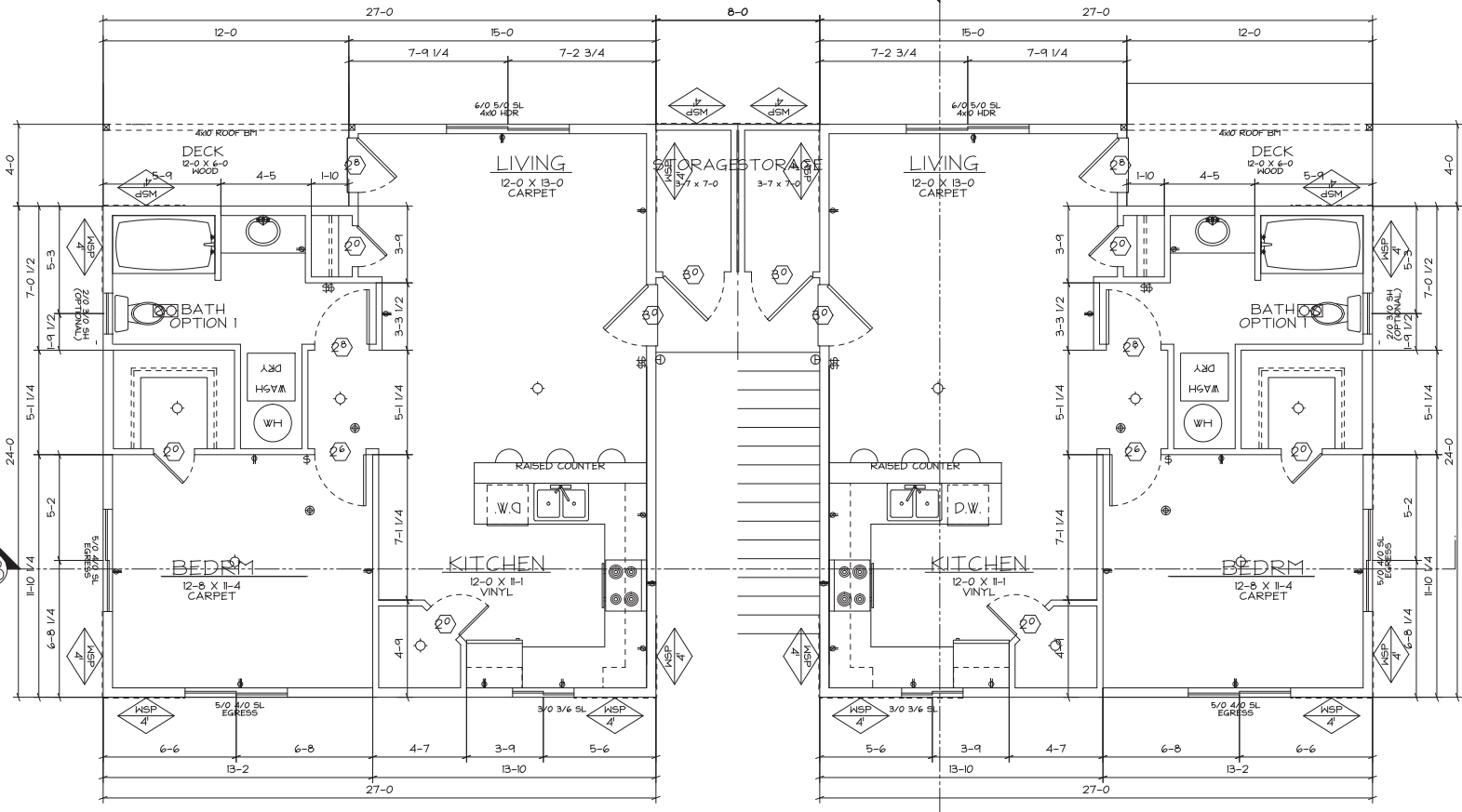
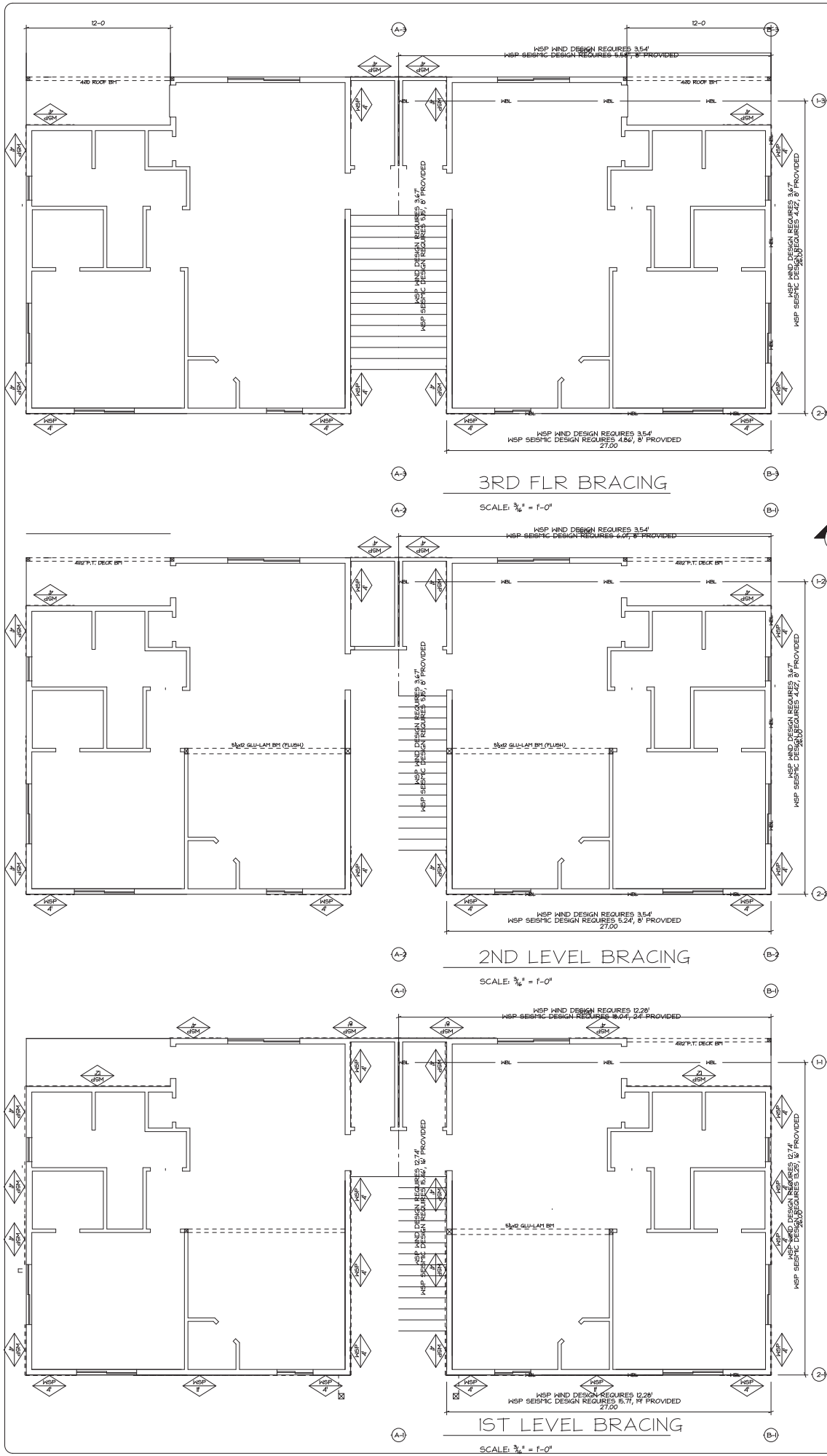
Jordan Schweiger
503-375-6205
CCB#: 215065

FOUNDATION & ROOF

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY	GLL
CHECKED BY	
DATE	10-27-20
SCALE	$\frac{1}{4}'' = 1'-0''$
JOB NO.	S-708-3

SHEET : 3
OF : 5



3RD LEVEL PLAN

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

708 SQ FT

FLOOR-CEILING SYSTEMS, WOOD-FRAMED

GA FILE NO. FC 5407	GENERIC	1 HOUR FIRE	35 to 39 STC SOUND
WOOD I-JOISTS, GYPSUM WALLBOARD			
Baselayer 5/8" type X gypsum wallboard applied at right angles to wood I-joists 24" o.c. with 1 1/4" Type W or S drywall screws 24" o.c. Facelayer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to I-joists with 1 7/8" Type W or S drywall screws 12" o.c. at joints and intermediate I-joists and 1 1/2" Type G drywall screws 12" o.c. placed 2" back on either side of end joints. Joints offset 24" from base layer joints. Wood I-joists supporting 1/2" wood structural panels applied at right angles to joists with 8d nails.			
Approx. Ceiling Weight: 5 psf Fire Test: FM FC 172, 2-25-72; ITS, 8-6-98 Sound Test: Estimated 35 to 39 STC			

R310.3 Location. Smoke alarms shall be installed in the following locations:

1. In each sleeping room.
2. Outside each separate sleeping area in the immediate vicinity of the bedrooms.
3. On each additional story of the dwelling, including basements and cellars but not including crawl spaces and uninhabitable attics. In dwellings or dwelling units with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.

When more than one smoke alarm is required to be installed within an individual dwelling unit, the alarm devices shall be interconnected in such a manner that the actuation of one alarm will activate all of the alarms in the individual unit.

Required smoke alarms shall not be located within kitchens, garages, or in other spaces where temperatures can fall below 40°F. Ionization smoke alarms shall not be located closer than 3 feet (914 mm) horizontally from the following:

1. The door to a kitchen;
2. The door to a bathroom containing a tub or shower;
3. The supply registers of a forced air heating or cooling system, outside the airflow from those registers.

smoke A alarm installed within 20 feet (6096 mm) (direct path) of a cooking appliance shall be a photoelectric-type linear smoke alarm or the alarm shall have an approved alarm silencing means.

EMERGENCY ESCAPE AND RESCUE OPENINGS

R310.1 Emergency escape and rescue required. Basements and every sleeping room shall have at least one operable emergency escape and rescue opening. Where basements contain one or more sleeping rooms, emergency egress and rescue openings shall be required in each sleeping room, but shall not be required in adjoining areas of the basement, where emergency escape and rescue openings are provided. They shall have a sill height of not more than 44 inches (1118 mm) above the floor. Where a door opening having a threshold below the adjacent ground elevation serves as an emergency escape and rescue opening and is provided with a bulkhead enclosure, the bulkhead enclosure shall comply with Section R310.3. The net clear opening dimensions required by this section shall be obtained by the normal operation of the emergency escape and rescue opening from the inside. Emergency escape and rescue openings with a finished sill height below the adjacent ground elevation shall be provided with a window well in accordance with Section R310.2. Emergency escape and rescue openings shall open directly into a public way, or to a yard or court that opens to a public way.

- \$ = switch
- \$3 = three-way switch
- \$4 = four-way switch
- = ceiling light
- = recessed light
- = wall hung light
- = wall hung flood light
- = exhaust fan
- = 220v outlet
- = 10v outlet
- = floor/ceiling outlet
- = ground fault outlet
- = half switched outlet
- = 10v smoke detector
- = CO 2 detector
- = telephone
- = cable tv

REVISION	BY

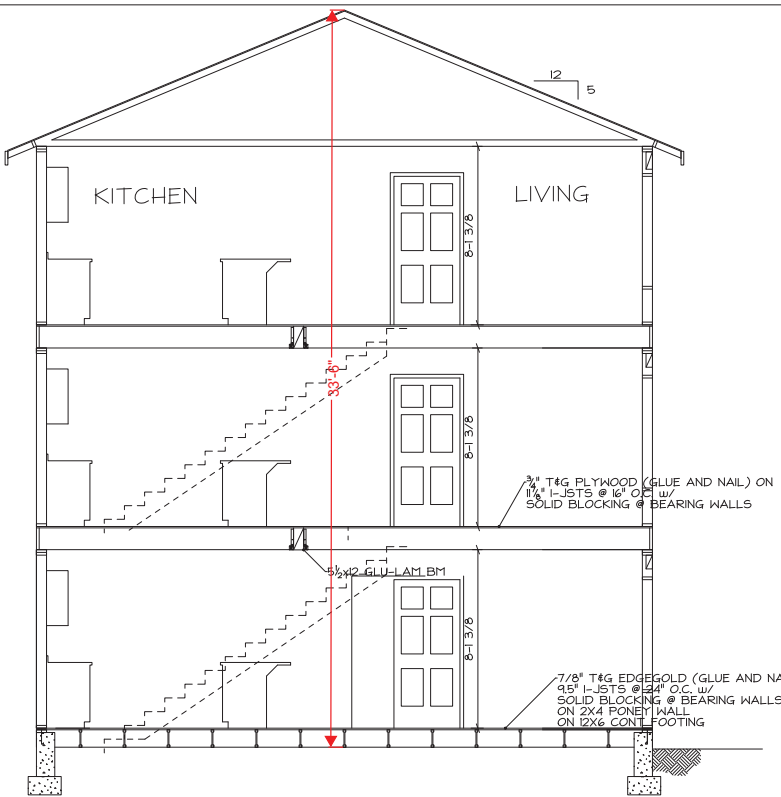
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GOOD VELL CONSTRUCTION INC.

Jordan Schweiger
503-575-6205
CGB#: 215065

3RD FLOOR PLAN
RESIDENCE FOR :
ADDRESS : 160 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY	GLL
CHECKED BY	
DATE	10-27-20
SCALE	1/4" = 1'-0"
JOB NO.	S-708-3
SHEET : 4	OF : 5



RIGHT SECTION A

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

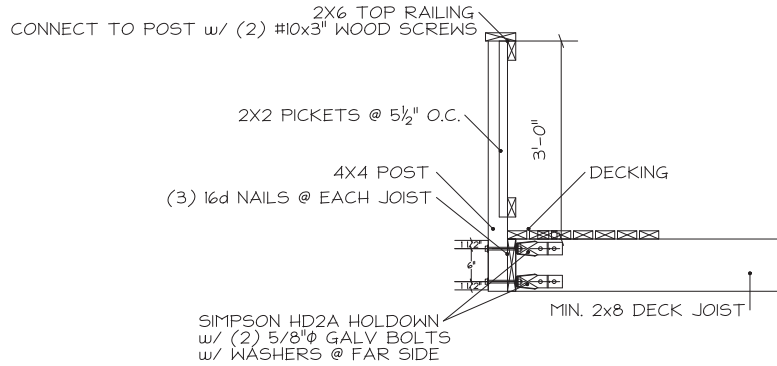


TABLE N101(1)
PRESCRIPTIVE ENVELOPE REQUIREMENTS*

BUILDING COMPONENT	Required Performance	Equiv. Value ^b
WALL INSULATION-ABOVE GRADE	U-0.054 ^c	R-21 intermediate ^c
WALL INSULATION-BELOW GRADE ^e	C-0.063	R-15/R-21
FLAT CEILINGS	U-0.021	R-44
VAULTED CEILINGS ^g	U-0.033	R-30 rafter ^{gh}
UNDERFLOORS	U-0.033	R-30
SLAB EDGE PERIMETER	F-0.520	R-15
HEATED SLAB INTERIOR ⁱ	n/a	n/a
WINDOWS ^j	U-0.30	U-0.30
WINDOW AREA LIMITATION ^{jk}	n/a	n/a
SKYLIGHTS ^l	U-0.50	U-0.50
EXTERIOR DOORS ^m	U-0.20	U-0.20
EXTERIOR DOORS w/≥25% GLAZING ⁿ	U-0.40	U-0.40
FORCED AIR DUCT INSULATION	n/a	R-8

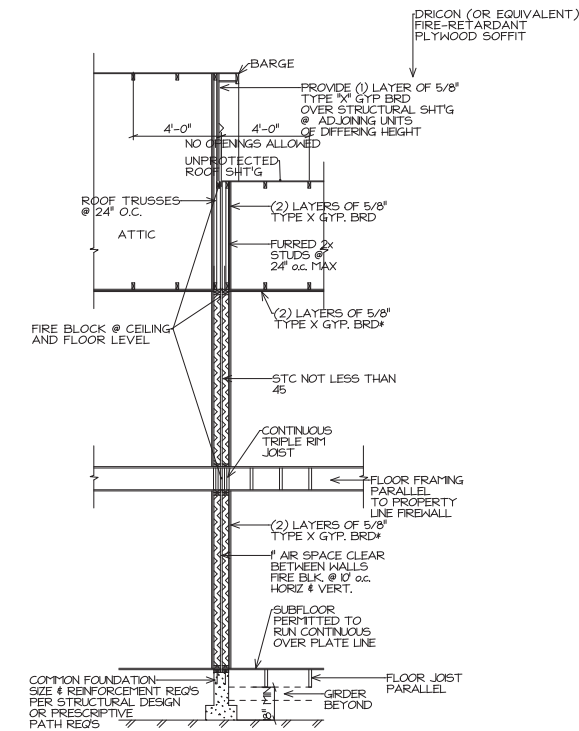
For 5/8" (15.9 mm) square foot = 0.0029m², 1 degree = 0.0075 rad.
a. Base Path 1 represents Standard Base Case from Table N101(1). U-factors shall be adjusted to match selected envelope measure (Table N101(2)).
b. Performance trade-offs are limited to those listed in column 1. Heat plant efficiency, duct insulation levels, passive and active solar heating, air infiltration and similar measures including those not regulated by code may not be considered in this measure of calculation.
c. Areas from plan take-offs. All areas must be the same for both Standard Base Case and Proposed Alternative. The vaulted ceiling surface area for Standard Base Case must be the actual surface area from plan take-off not to exceed 50% of the total heated space floor area. Any roof areas in excess of 50% for Base Case must be entered at U-0.029 (R-44) with flat ceilings area.
d. Minimum Component Requirements in so far as practicable: Walls R-12/U-0.080; Floors R-2/U-0.027; Flat Ceilings R-38/U-0.038; Vaulted R-2/U-0.056; Below Grade Walls, Concrete or Masonry Walls R-5/C-0.064; Slab Edge R-10/F-0.550; Duct Insulation R-8; R values used in this table are nominal for the insulation only and not for the entire assembly. Window and skylight U-values shall not exceed 0.65 (C165). A single door not to exceed 26 square feet per dwelling unit is permitted to be excluded from the thermal performance calculations. All other door values shall not exceed 0.54 (nominal R-2).
e. U-factors for wood framed ceilings, walls and floor assemblies shall be as specified in Table N101(2). U-factors for other assemblies which include steel framing, brick or other masonry, slabs, etc. shall be calculated using ASHRAE Handbook of Fundamentals procedures.
f. Vaulted ceiling area exceeding 50% of the total heated floor space shall have a U factor no greater than U-0.026 (equivalent to R-38 rafter or scissor truss with R-38 advanced framing).
g. An advanced frame construction. See section N104.6.
h. Heated slab interior applies to concrete slab floors (both on and below grade) that incorporate a radiant heating system within the slab. Insulation shall be installed underneath the entire slab.
i. Sliding glass doors shall comply with window performance requirements. Windows exempt from testing in accordance with Section NFRC Item 3 shall window performance requirements if constructed with thermal break aluminum or wood, or vinyl, or fiberglass frames and double pane glazing with low emissivity coatings of 0.10 or less. Buildings designed to incorporate passive solar elements may include glazing with a U-factor greater than 0.35 by using Table N101(1) to demonstrate equivalence to building envelope requirements.
j. Reduced window area may not be used as a trade-off criterion for thermal performance of any component.
k. Exception Table N101(2), Envelope measure is calculation allows baseline case 15% of total wall area as window when design case utilizes window area of less than 15%.
l. Skylight area installed at 2% or less of total heated floor area shall be deemed to satisfy this requirement with vinyl, wood or thermally broken aluminum frames and double-pane glazing with low emissivity coatings. Skylight U-factor is tested in the 20-degree (0.35 rad) overhead plane in accordance with NFRC standards.
m. A minimum of 26 square feet of exterior door area per dwelling unit shall have a U-factor of 0.54 or less. Default U-factor for an unglazed wood door is 0.54.
n. Glazing that is either double pane with low-e coating on one surface or triple pane shall be deemed to comply with this U-0.30 requirement, the CODE UA.

TABLE N101(2)
ADDITIONAL MEASURES

Envelope Enhancement Measure (Select One)	1	High Efficiency Walls: Exterior Walls—U-0.045/R-21 cavity insulation + R-5 continuous.
	2	Upgraded features: Exterior Walls—U-0.057/R-23 Intermediate or R-21 advanced Framed Floors—U-0.026/R-38, and Windows—U-0.28 (average UA)
	3	Upgraded features: Exterior Walls—U-0.055/R-23 Intermediate or R-21 advanced Flat ceiling—U-0.07/R-40, and Framed Floors—U-0.026/R-38
	4	Super Insulated Windows and Attic OR Framed Floors: Windows—U-0.22 (triple-pane low-e), and Flat ceiling—U-0.07/R-40, and Framed Floors—U-0.026/R-38
	5	Air sealing home and ducts: Mandatory air sealing of all wall coverings at top plate and air sealing checklist, and Mechanical whole building ventilation system with rates meeting IEQ3 or ASHRAE 62.2, and All ducts and air handlers contained within building envelope or All ducts sealed with mastic.
	6	High efficiency thermal envelope UA Proposed UA is 8% lower than the code UA.
Conservation Measure (Select One)	A	High Efficiency HVAC system: Gas-fired furnace or boiler AFUE of 94% or Air-source heat pump HSPF ≥15/16.0 SEER cooling, or Ground source heat pump COP of 3.5 or Energy Star rated
	B	Ducted HVAC systems within conditioned space: All ducts and air handlers are contained within building envelope Cannot be combined with Measure 5
	C	Ductless heat pump: Ductless heat pump HSPF 10.0 in primary zone of dwelling
	D	High efficiency water heater: Natural gas/propane water heater with UEF 0.85, or Electric heat pump water heater Tier 1 Northern Climate Specification Product

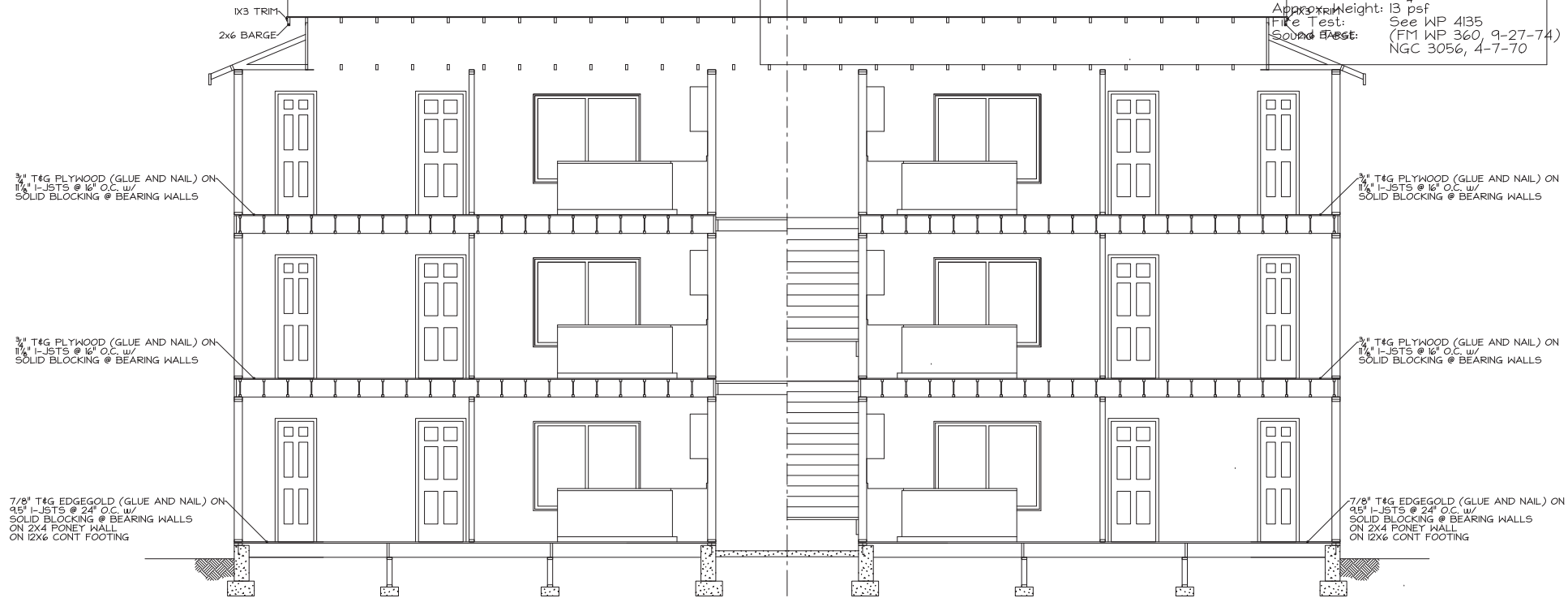
For 5/8" (15.9 mm) square foot = 0.0029m², 1 degree = 0.0075 rad.
a. Appliances located within the building envelope shall have sealed combustion air installed. Combustion air shall be ducted directly from the outdoors.
b. All duct joints and seams sealed with listed mastic; tape is only allowed as appliance or equipment connection.
c. Criteria of Performance Tested Comfort Systems program administered by the Bonneville Power Administration.
d. Residential water heaters less than 55 gallon storage volume.
e. A total of 5% of an HVAC system's ductwork shall be permitted to be located outside of the conditioned space. Ducts located outside the conditioned space shall have insulation installed as required in this code.
f. The maximum vaulted ceiling surface area shall not be greater than 50% of the total heated space floor area unless vaulted area has a U-factor no greater than U-0.026.
g. Continuous air barrier. Additional requirement for sealing of all interior vertical wall covering to top plate framing. Sealing with foam gasket, caulk, or other approved sealant listed for sealing wall covering material to structural material (example gypsum board to wood stud framing).
h. Table N101(1) Standard base case design. Code UA shall be at least 9% less than the proposed UA. Buildings with fenestration less than 15% of the total vertical wall area may adjust the Code UA to have 15% of the wall area as fenestration.

GA FILE NO. WP 3820	GENERIC	2 HOUR FIRE	55 to 59 STC SOUND
GYPSUM WALLBOARD, WOOD STUDS			
Base layer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to each side of double row of 2 x 4 wood studs 16" o.c. on separate plates 1" apart with 6d coated nails, 1 1/8" long, 0.005" shank, 1/4" heads, 24" o.c. Face layer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to each side with 8d coated nails, 2 3/8" long, 0.007" shank, 1/4" heads, 8" o.c.			
Joints staggered 16" each layer and side. Sound tested with 3 1/2" glass fiber insulation stapled to studs in stud spaces on one side and with nails for base layer spaced 6" o.c. Horizontal bracing required at mid-height. (LOAD-BEARING)			
		Thickness: 10 3/4" Approx. Weight: 13 psf Fire Test: See WP 4135 (FM WP 360, 9-27-74) Sound Test: NGC 3056, 4-7-70	



FIREWALL CONSTRUCTION

Figure A1013.7.3(d)
*MODIFIED 2-HR. FIREWALL PARALLEL TO PROPERTY LINE



FRONT SECTION B

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

REVISION	BY

Greg Larson
DRAFTING & DESIGN
289 E Ellendale Ave #602
Dallas, Oregon 97136
Phone: (503) 364-6577
Fax: (503) 364-5236
E-MAIL: homedesign@aol.com

GOOD WELL CONSTRUCTION INC.

Jordan Schweiger
503-575-6205
CGB#: 215065

SECTIONS

RESIDENCE FOR :
ADDRESS : 160 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY	GLL
CHECKED BY	
DATE	10-27-20
SCALE	1/4" = 1'-0"
JOB NO.	S-708-3

SHEET : 5
OF : 5

Exhibit B: City of Salem Application Forms



Land Use Application

Planning/Permit Application Center

City Hall / 555 Liberty St. SE / Room 320 / Salem, OR 97301-3513

503-588-6173 * planning@cityofsalem.net

If you need the following translated in Spanish, please call 503-588-6256.

Si usted necesita lo siguiente traducido en español, por favor llame 503-588-6256.

Application type

Please describe the type of land use action requested:

CLASS 3 SITE PLAN REVIEW, CLASS 1 DESIGN REVIEW, CLASS 2 ADJUSTMENTS, AND CLASS 2 DRIVEWAY APPROACH PERMIT

Work site location and information

Street address or location of subject property	1610 LANCASTER DRIVE SE, SALEM OR 97317
Total size of subject property	±0.40 acres
Assessor tax lot numbers	08 2W 06AB Tax Lot 9200
Existing use structures and/or other improvements on site	Single family home to remain.
Zoning	RM-II
Comprehensive Plan Designation	Multi-Family Residential
Project description	6-PLEX APARTMENT BUILDING WITH PARKING, OPEN SPACE, AND SIDEWALK IMPROVEMENTS

People information

	Name	Full Mailing Address	Phone Number and Email address
Applicant	JORDAN SCHWEIGER, GOOD WELL CONSTRUCTION, INC.	GOOD WELL CONSTRUCTION, INC. 2825 FOXHAVEN DRIVE SE SALEM, OR 97306	jordan.schweiger@gmail.com 503-375-6205
Agent	ZACH PELZ, AICP AKS ENGINEERING & FORESTRY, LLC	AKS ENGINEERING & FORESTRY, LLC 3700 RIVER ROAD N, SUITE 1 KEIZER, OR 97303	503-400-6028 pelzz@aks-eng.com

Project information

Project Valuation for Site Plan Review	\$675,000
Neighborhood Association	Southeast Mill Creek Neighborhood Association
Have you contacted the Neighborhood Association?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Date Neighborhood Association contacted	12/10/20
Describe contact with the affected Neighborhood Association (The City of Salem recognizes, values, and supports the involvement of residents in land use decisions affecting neighborhoods across the city and strongly encourages anyone requesting approval for any land use proposal to contact the affected neighborhood association(s) as early in the process as possible.)	Emailed a Conceptual Site Plan to the SEMCA Chair and Land Use Chair
Have you contacted Salem-Keizer Transit?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Date Salem-Keizer Transit contacted	
Describe contact with Salem-Keizer Transit	

Authorization by property owner(s)/applicant

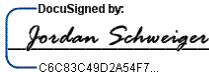
***If the applicant and/or property owner is a Limited Liability Company (LLC), please also provide a list of all members of the LLC with your application.**

Copyright release for government entities: I hereby grant permission to the City of Salem to copy, in whole or part, drawings and all other materials submitted by me, my agents, or representatives. This grant of permission extends to all copies needed for administration of the City's regulatory, administrative, and legal functions, including sharing of information with other governmental entities.

Authorizations: Property owners and contract purchasers are required to authorize the filing of this application and must sign below.


- § All signatures represent that they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- § I (we) hereby grant consent to the City of Salem and its officers, agents, employees, and/or independent contractors to enter the property identified above to conduct any and all inspections that are considered appropriate by the City to process this application.
- § I (we) hereby give notice of the following concealed or unconcealed dangerous conditions on the property:

Electronic signature certification: By attaching an electronic signature (whether typed, graphical or free form) I certify herein that I have read, understood and confirm all the statements listed above and throughout the application form.

Authorized Signature:  _____
C6C83C49D2A54F7...

Print Name: Jordan Schweiger - Good Well Construction, Inc. (Applicant) **Date:** 12/17/2020 | 21:33 PST

Address (include ZIP): 2825 Foxhaven Drive SE, Salem, OR 97306

Authorized Signature:  _____
8559EF8CD08E444...

Print Name: Jeff Starkey - 1610 Lancaster Dr SE LLC (Owner) **Date:** 12/18/2020 | 09:23 EST

Address (include ZIP): 2350 Timothy Drive NW, Salem, OR 97303

(For office use only)		
Received by	Date:	Receipt Number:

Not using Internet Explorer?

Save the file to your computer and email to planning@cityofsalem.net.



CITY OF Salem
AT YOUR SERVICE

Traffic Engineering Section
Public Works Department
555 Liberty Street SE, Room 325 Telephone: 503-588-6211
Salem, Oregon 97301-3513 TTY: 503-588-6292

Trip Generation Estimate

Street _____

Bin # _____ TGE # _____

Date Received _____

Section 1 (To be completed by applicant.)

Applicant Name: _____ Telephone: _____

Applicant Mailing Address: _____

Location of New Development: _____

(Please provide street address. If unknown, provide approximate address and geographical description/nearest cross streets.)

Description and Size of New Development: _____

(e.g., 150 single-family homes, 20,000 sq. ft. office addition, 12-pump gas station, 50-student day care, additional parking, etc.)

Description and Size of Existing/Past Development, if any (note whether to remain or be removed): _____

Planning Action Involved, if any: _____ Building Permit Involved: _____

(e.g., zone change, subdivision, partition, conditional use, PUD, mobile home park, etc.)

Yes ☒ No ☐

Section 2 (To be completed by City staff.)

Proposed Use

Development Quantity: _____

ITE Land Use Code: _____

Trip Generation Rate/Equation: _____

Average Daily Trips: _____

ELNDT Adjustment Factors

Trip Length: _____ Linked Trip: _____

TSDC Trips: _____

Existing Use

Development Quantity: _____

ITE Land Use Code: _____

Trip Generation Rate or Equation: _____

Average Daily Trips: _____

ELNDT Adjustment Factors

Trip Length: _____ Linked Trip: _____

TSDC Trips: _____

Section 3 (To be completed by City staff.)

Transportation Impact Analysis (TIA)

Net Increase in Average Daily Trips: _____

(Proposed use minus existing use.)

☐ A TIA **will** be required:

☐ Arterial/Collector—1000 Trip/day Threshold

☐ Local Street/Alley—200 Trip/day Threshold

☐ Other: _____

☐ A TIA **will not** be required.

Transportation Systems Development Charge

Net Increase in TSDC Trips: _____

(Proposed use minus existing use.)

☐ A TSDC **will** be required.

(Fee determined by Development Services.)

☐ A TSDC **will not** be required.

(For additional information, refer to the back of this application.)

Section 4 (To be completed by City staff.)

Remarks: _____ Date: _____

cc: ☐ Chief Development Services Engineer

☐ Community Development

☐ Building Permit Application

☐ _____

By: _____

Information Required to Assess the Need for a Traffic Impact Analysis and Transportation Systems Development Charge



The following information is required in order to assess the need for a Traffic Impact Analysis (TIA) and to calculate the Transportation Systems Development Charge (TSDC) to be levied on a proposed new development.

TIA Determination:

The City of Salem may require that a TIA be prepared as part of the approval process for major new development. The purpose of a TIA is to estimate the traffic impacts created by a new development on the surrounding street system. Any significantly adverse traffic impacts identified in the TIA must be mitigated by the applicant.

The estimated daily traffic generation of a new development is used as the criteria for determining whether a TIA is needed. If the new development access is located on an arterial or collector and the estimated daily traffic generation is more than 1000 trips, a TIA may be required. If access is located on a local street or alley and the generated trips exceed 200, a TIA may be required. Other criteria such as site access issues, driveway restrictions, and existing facilities deficiencies may also be used, if recommended by City Traffic Engineering staff.

The City Traffic Engineer makes the determination as to whether a TIA is required. (For more information on TIA criteria, see Development Bulletin No. 19 dated January 20, 1995.) When the determination has been made, copies of the Trip Generation Estimate form are sent to Public Works Development Services Division and the applicant. If a planning action is required, a copy is also forwarded to the Community Development Department.

TSDC Analysis:

The City of Salem charges a TSDC on all new development that creates a net increase in traffic on the surrounding street system. The total charge is assessed on a per trip fee times the TSDC trips calculated for the development. For more information on the TSDC, see Council Staff Report dated October 9, 1995.

To assist in estimating the daily trips generated by a new development, please answer the questions in Section 1 of this sheet and return it to Room 325 of the Civic Center. If you have any questions, Traffic Engineering staff are available at 503-588-6211. A copy of the completed trip generation estimate will be returned to you at the address provided in Section 1.

No Land Use, Planning, or Development Approval applications requiring Trip Generation Estimates will be processed until this information has been provided and the TIA/TSDC assessment has been made by City Traffic Engineering staff.

Exhibit C: Pre-Application Report



Pre-Application Report

Community Development Department
Planning Division

555 Liberty Street SE/Room 305
Phone: 503-588-6173

www.cityofsalem.net/planning

 [@Salem_Planning](https://twitter.com/Salem_Planning)

Case Number / AMANDA No. PRE-App 20-42 / 20-107522-PA

Conference Date and Time May 21, 2020 at 1:15 pm

Applicant Jordan Schweiger
Good Well Construction
2825 FOXHAVEN DRIVE SE
SALEM, Oregon, 97306

Case Manager Steven McAtee, Planner II

Project Description & Property Information

Project Description	Proposed construction an 6, 8 or 9 unit multifamily housing unit
Property Address	1610 Lancaster Dr SE
Assessor's Map and Tax Lot Number	082W06AB09200
Existing Use	Single Family Residence
Neighborhood Association	Southeast Mill Creek Neighborhood Association
Adjacent Neighborhood Association	Southeast Salem Neighborhood Association
Comprehensive Plan Map Designation	Multiple Family
Zoning	RM-II (Residential Multiple Family)
Overlay Zone	N/A
Urban Service Area	The subject property is located inside the City's Urban Service Area.
Urban Renewal Area	No
Past Land Use Actions	N/A

Planning Division Comments

Proposal

A pre-application conference to discuss the proposed construction of a multi-unit dwelling located at 1610 Lancaster Dr. SE. The parcel currently has a single family dwelling. The Marion County Assessor Map and Tax Lot number is 082W06AB09200 and the property is located in the RM-II (Residential Multiple Family) zone.

Required Land Use Applications

The land use applications checked in the table below have been preliminary identified as being required for development of the subject property based upon the information provided by the applicant at the time of the pre-application conference. Additional land use applications may be required depending on the specific proposal at the time of future development.

The application submittal packets for these applications, which include a summary of the review procedure, submittal requirements, and approval criteria, can be found on the Planning Division's website.

The applicable land use application fees for these applications can be found on the Planning Division's website.

Required Land Use Applications					
Zoning		Site Plan Review			
	Conditional Use		Class 1 Site Plan Review		
	Comprehensive Plan Change		Class 2 Site Plan Review –OR–		
	Zone Change	X	Class 3 Site Plan Review		
	Temporary use Permit – Class 1	Design Review			
	Temporary Use Permit – Class 2	x	Class 1 Design Review –OR–		
	Non-Conforming Use Extension, Alteration, Expansion, or Substitution		Class 2 Design Review		
	Manufactured Dwelling Park Permit		Class 3 Design Review		
Land Divisions		Historic Design Review			
	Property Line Adjustment		Major		Minor Commercial
	Property Boundary Verification		Major		Minor Public
	Replat		Major		Minor Residential
	Partition	Wireless Communication Facilities			
	Subdivision		Class 1 Permit		
	Phased Subdivision		Class 2 Permit		
	Planned Unit Development Tentative Plan		Class 3 Permit		
	Manufactured Dwelling Park Subdivision		Temporary		
Relief					
	Adjustment – Class 1	Other			
x	Adjustment – Class 2		Annexation (voter approval)		
	Variance		Annexation (voter-exempt)		
Natural Resources					
	Tree Conservation Plan		Sign Conditional Use		
	Tree Conservation Plan Adjustment		Sign Variance		
	Tree Removal Permit		SWMU Zone Development Phasing Plan		
	Tree Variance		Urban Growth Preliminary Declaration		
	Willamette Greenway Permit – Class 1		Validation of Unit of Land		

Required Land Use Applications			
	Willamette Greenway Permit – Class 2		
Staff Comments			
Some of the applications checked in this list are to anticipate various development scenarios which may or may not occur, some of which require a pre-application conference. Additionally, depending on the proposed development, other land use applications may be required.			

Online Application Submittal Packets

The City has electronic application submittal guides for the applications identified above. The webpages include a summary of the review procedure, submittal requirements, and approval criteria. The submittal guides can be found on the City's website at the following location:

<https://www.cityofsalem.net/Pages/build-on-your-property.aspx> (Site Plan Review)

<https://www.cityofsalem.net/Pages/conditional-use-permit.aspx>

<https://www.cityofsalem.net/CityDocuments/validation-of-unit-of-land-application-packet.pdf>

<https://www.cityofsalem.net/Pages/seek-an-adjustment-to-land-use-standards.aspx>

Land Use Application Fees

The applicable land use application fees for these applications can be found on the City's website at the location below. Land use application fees and descriptions start on **page 20** of the document.

<https://www.cityofsalem.net/CityDocuments/city-of-salem-fees.pdf>

Consolidated Land Use Application Procedures

When multiple land use applications are required or proposed for a development, the City's land use procedures ordinance (SRC Chapter 300) provides alternatives methods for how such applications may be processed.

The applications may be processed individually in sequence, concurrently, or consolidated into a single application. Where multiple applications proposed to be consolidated include an application subject to review by the Historic Landmarks Commission, the application subject to Historic Landmarks Commission review shall be processed individually in sequence or concurrently.

Multiple land use applications consolidated into a single application shall be accompanied by the information and supporting documentation required for each individual land use action. Review of the application shall be according to the highest numbered procedure type and the highest Review Authority required for any of the land use applications proposed to be consolidated.

Multiple applications processed concurrently require the filing of separate applications for each land use action. Each application shall be reviewed separately according to the applicable procedure type and Review Authority, and processed simultaneously.

Neighborhood Association Contact Information

Staff recommends that applicants/property owners contact the relevant neighborhood association(s) regarding their proposals as soon as possible. This allows for the neighborhood association(s) to be involved early in the process and helps to identify any potential issues that might arise.

For your convenience, neighborhood association(s) contact information is included below. Please note that the identified neighborhood association chair(s), and their corresponding contact information, is current as of the date of the pre-application conference, but this information is subject to change if the chair(s) or their contact information has changed subsequent to the date of the pre-application conference.

Up-to-date contact information for neighborhood representatives may also be obtained by contacting the City's Neighborhood Enhancement Division at 503-588-6207 or by visiting the City's website at the following location: <https://www.cityofsalem.net/my-neighborhood>

Applicable Neighborhood Association(s):	Meeting Date, Time, & Location	Neighborhood Association Chair(s)
Southeast Mill Creek Association (SEMCA)	Meetings are held the second Tuesday at 10 a.m. at Paradise Island Park, 3100 Turner RD SE, Salem OR 97302.	Cory Poole, robosushi@robosushi.com
		Choose an item.

Salem Revised Code Available Online

The entire Salem Revised Code can be accessed online through the City's website at:

<http://www.cityofsalem.net/Departments/Legal/Pages/SalemRevisedCodes.aspx>

Site Plan Review SRC Chapter 220

The site plan review class depends on the development proposal.

- **Class 2 Site Plan Review.** Class 2 Site Plan Review is required for any development that requires a building permit, other than development subject to Class 1 Site Plan Review, and that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.
- **Class 3 Site Plan Review.** Class 3 Site Plan Review is required for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this paragraph, land use decisions and limited land use decisions include, but are not limited to, any development application that:
 - (A) Requires a Transportation Impact Analysis pursuant to SRC Chapter 803;
 - (B) Requires a geotechnical report or geologic assessment under SRC Chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;

- (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
- (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
- (E) Requires deviation from the clear and objective standards of the UDC and where the review authority is granted the authority to use limited discretion in deviating from the standard; or
- (F) Requires a variance, adjustment, or conditional use permit.

Site plan review application checklists and required forms are available at:

<https://www.cityofsalem.net/Pages/build-on-your-property.aspx>

Development Standards:

Development Standards			
<input checked="" type="checkbox"/>	Multiple Family Design Review Guidelines and Standards (SRC 702.000)	<input checked="" type="checkbox"/>	Off-Street Parking, Loading and Driveways (SRC 806.000)
<input checked="" type="checkbox"/>	General Development Standards (SRC 800.000)	<input checked="" type="checkbox"/>	Landscaping and Screening (SRC 807.000)
<input checked="" type="checkbox"/>	Public Improvements (SRC 802.000)	<input checked="" type="checkbox"/>	Preservation of Trees and Vegetation (SRC 808.000)
<input checked="" type="checkbox"/>	Streets and Right-Of-Way Improvements (SRC 803.000)	<input type="checkbox"/>	Wetlands (SRC 809.000)
<input checked="" type="checkbox"/>	Driveway Approaches (SRC 804.000)	<input type="checkbox"/>	Landslide Hazards (SRC 810.000)
<input checked="" type="checkbox"/>	Vision Clearance (SRC 805.000)	<input type="checkbox"/>	Sign Code (SRC 900.000)

The subject property is located within the RM-II (Residential Multiple Family) zone. Development of this property is subject to the requirements established in Chapter 514 of the Salem Revised Code.

The following is a summary of the applicable development standards:

Lot Area and Dimensions:

Within the RM-II zone the minimum lot area is 6,000 square feet. The minimum lot width is 40-ft, the minimum lot depth is 120-ft for double frontage lots, and the maximum lot depth is 300% of the width (approximately 267-ft in this case). There is a minimum street frontage requirement of 40 feet as required under SRC 514.010(a) Table 514-2.

Lot Coverage & Dwelling Unit Density:

Within the RM-II zone the maximum lot coverage is 60%.

Within the RM-II zone, the minimum dwelling unit density is 12-units per acre, and the maximum dwelling unit density is 28-units per acre.

Lot size: 17,382 square feet/0.40 acres

Minimum dwelling unit density: $0.4 \text{ acres} \times 12 = 4.8$. Minimum 5 units

Maximum dwelling unit density: $0.4 \text{ acres} \times 28 = 11.2$. Maximum 11 units

Building Height:

Within the RM-II zone, the maximum building height allowed is 50 feet for a multiple family development.

Setbacks and Landscaping:

Abutting Streets

West: The property abuts the right of way for Lancaster Dr. SE to the west. The setback for a buildings and accessory structures over 4-ft in height in a multi-family development is a minimum of 12 ft., plus 1 ft. for each 1 ft. of height over 12 ft. but need not exceed 20 ft. in depth. There is a 12-ft vehicle use area setback. Setbacks must be landscaped with a minimum of 1 Plant Unit per 20 square feet of landscaped area.

East: The property abuts the right of way for 40th St. SE to the east. The setback for a buildings and accessory structures over 4-ft in height in a multi-family development is a minimum of 12 ft., plus 1 ft. for each 1 ft. of height over 12 ft. but need not exceed 20 ft. in depth. There is a 12-ft vehicle use area setback. Setbacks must be landscaped with a minimum of 1 Plant Unit per 20 square feet of landscaped area.

Interior Setbacks

South: The property to the south is zoned RM-II. There is a 10-ft building and vehicle use area setback on properties adjacent to residentially zoned properties. The setback must be landscaped with a minimum of 1 Plant Unit per 20 square feet of landscaped area and a 6-ft high fence or wall.

North: The property to the north is zoned RM-II. There is a 10-ft building and vehicle use area setback on properties adjacent to residentially zoned properties. The setback must be landscaped with a minimum of 1 Plant Unit per 20 square feet of landscaped area and a 6-ft high fence or wall.

SRC 806.000 Off Street Parking, Loading, and Driveways:

SRC Chapter 806 establishes the minimum requirements for automotive and bicycle parking. The following minimum parking requirements apply to Multiple Family Developments consisting of 5-12 units:

- **Automobile:** 1 space per unit.
- **Bicycle:** the greater of 4 spaces or 0.1 per unit.
- **Off Street Loading:** Not applicable to Multifamily Developments with 5-49 units.

Design Review for multifamily developments with 5-12 units SRC 702.015

Non-exhaustive summary of design standards per SRC 702:

- Class 1 Design Review
- Class 3 SPR
- Pedestrian paths must connect to sidewalks of abutting streets, all buildings on the site, and to common open space areas.
- Total open space: 20% of gross site area. Approximately 3,476 square feet
- Common open space: 500 square feet minimum. The rest can be met by private open space.
- The open space requirement can be reduced by 50% if the site is within a quarter mile of a park.
 - Other reductions to the open space standards can be found in SRC 702.015
- Parking and vehicle use areas may not be located between the structures and the streets

Follow up from meeting

- Planning follows Building & Safety's requirements for interior spacing between buildings. There are no "setback" requirements from Planning for interior building spacing, although each building must provide the necessary pedestrian paths.
- Regarding the entrances facing the streets: 702.015(3) provides the following:
 - *To orient buildings to the street, any ground-level unit, cluster of units, or interior lobbies, or portions thereof, located within 25 feet of the property line abutting a street shall have a building entrance facing the street, with direct pedestrian access to the adjacent sidewalk.*
- Regarding porches: 702.015(4) provides the following:
 - *A porch or architecturally defined entry area shall be provided for each ground level dwelling unit. Shared porches or entry areas shall be provided to not more than four dwelling units. Individual and common entryways shall be articulated with a differentiated roof, awning, stoop, forecourt, arcade or portico.*

Street Standards (SRC Chapter 803)

Required street improvements, if any, are addressed specifically in the comments provided by the Public Works Department.

Exhibit D: Neighborhood Contact Information

December 10, 2020



Cory Poole, Chair
Southeast Mill Creek Neighborhood Association (SEMCA)
robosushi@robosushi.com

Alan Rasmussen, Land Use Chair
Southeast Mill Creek Neighborhood Association (SEMCA)
arasmussen@modernbuildingsystems.com

**RE: Neighborhood Contact for a Land Use Application Regarding Multi-family Residential Use at
1610 Lancaster Drive SE**

Dear Mr. Poole and Mr. Rasmussen,

The purpose of this communication is to provide a brief summary of our project and other pertinent information that may be of interest to and your constituents. This letter also serves to provide our contact information so that you know where to turn with questions and/or comments regarding the project. AKS Engineering & Forestry, LLC is preparing a land use application on behalf of our client, Good Well Construction, Inc., concerning property within your neighborhood association boundary. The name, telephone number, and email address of the Applicant are as follows:

Good Well Construction, Inc.
503-375-6205
jordan.schweiger@gmail.com

The application involves a Site Plan Review, Multi-family Design Review, and a Driveway Approach Permit to accommodate 6 new homes (within one building) on property located at 1610 Lancaster Drive SE (Marion County Assessor's Map 08 2W 06AB, Tax Lot 9200) in Salem. The site is shown on the enclosed Vicinity Map and Conceptual Site Plan. Please note that the attached Conceptual Site Plan is based on preliminary plans. You will receive official notice from the City of Salem requesting comments on the application when it is deemed complete by the City.

Please contact me directly with any questions about the project.

Sincerely,
AKS ENGINEERING & FORESTRY, LLC

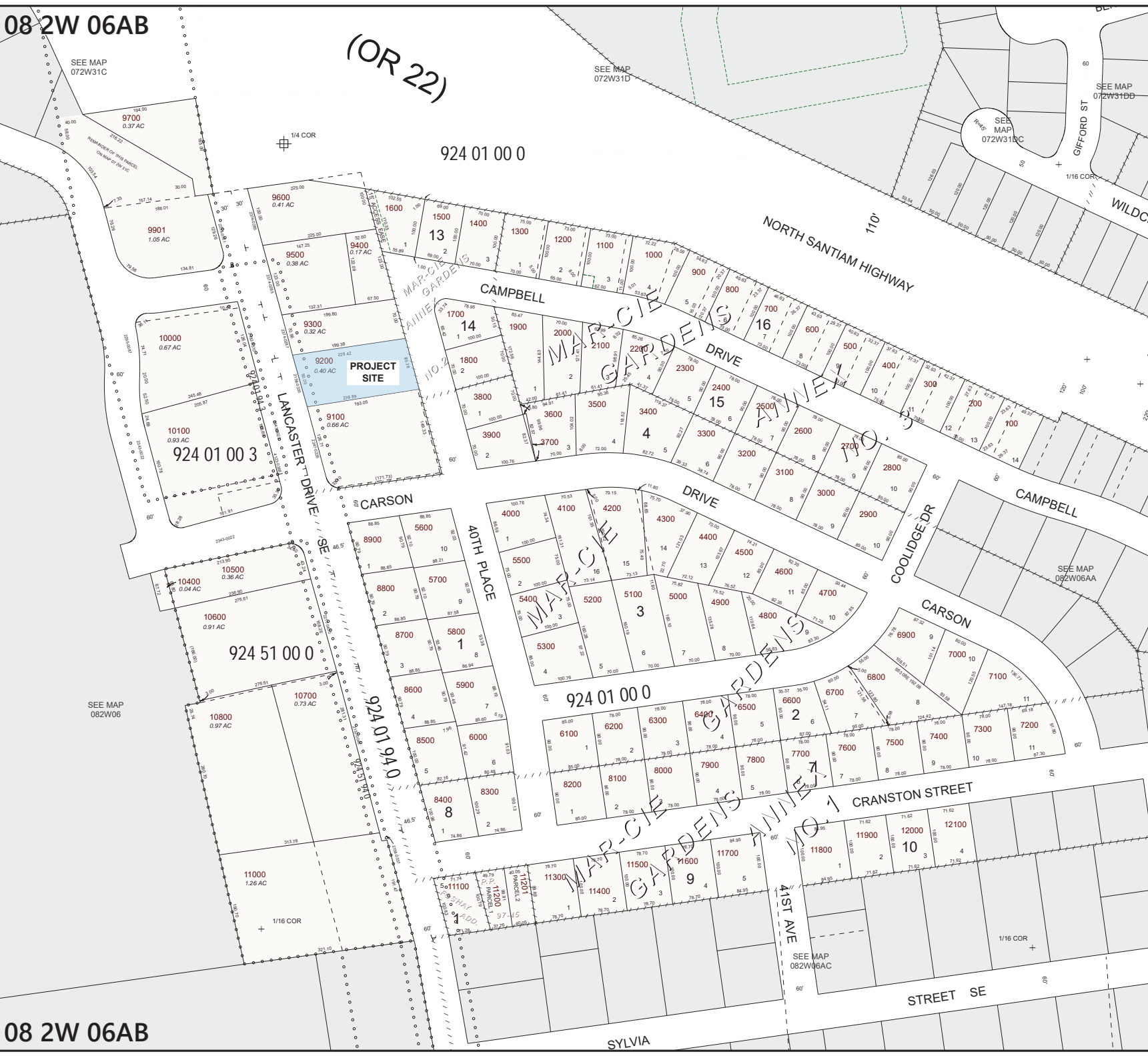
A handwritten signature in blue ink that reads 'Curt Fisher'.

Curt Fisher, Land Use Planner
3700 River Road N, Suite 1
Keizer, OR 97303
(503) 400-6028 | fisherc@aks-eng.com

Enclosures:
Vicinity Map
Conceptual Site Plan

08 2W 06AB

08 2W 06AB



08 2W 06AB
SALEM



MARION COUNTY, OREGON
NW1/4 NE1/4 SEC6 T8S R2W W.M.
SCALE 1" = 100'

LEGEND

- LINE TYPES
- Taxlot Boundary
 - Road Right-of-Way
 - Railroad Right-of-Way
 - Private Road ROW
 - Subdivision/Plat Bndry
 - Waterline - Taxlot Bndry
 - Historical Boundary
 - Easement
 - Railroad Centerline
 - Taxcode Line
 - Map Boundary
 - Waterline - Non Bndry

- CORNER TYPES
- + 1/16TH Section Cor.
 - ⊕ 1/4 Section Cor.
 - ⊙ DLC Corner
 - 16, 15
 - ⊕ Section Corner
 - 21, 22

NUMBERS

Tax Code Number

000 00 00 0

Acres 0.25 AC

All acres listed are Net Acres, excluding any portions of the taxlot within public ROWs

NOTES

Tick Marks: A tick mark in the road indicates that the labeled dimension extends into the public ROW



CANCELLED NUMBERS			
9000			
9800			
9900			
9902			
10200			
10300			
10401			
10501			
10900			

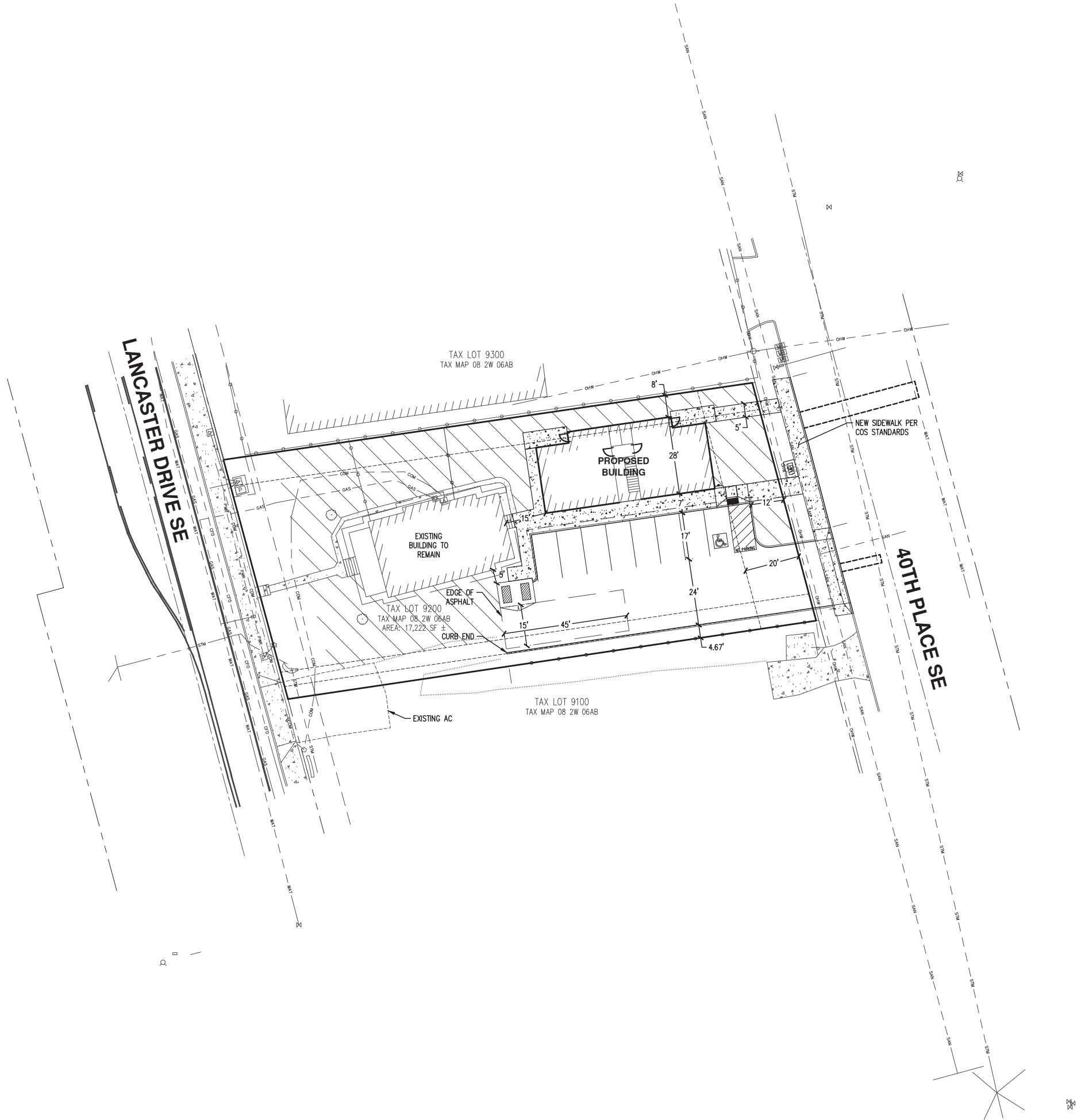
DISCLAIMER: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY



FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT www.co.marion.or.us

PLOT DATE: 3/28/2019

SALEM
08 2W 06AB



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
BUILDING COVERAGE AREA = 1,359± SF

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
BUILDING COVERAGE AREA = 4,428 (1,476 SF/FLOOR)

LOT COVERAGE SUMMARY:

BUILDING COVERAGE = 3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) = 5,600± SF
LANDSCAPED AREAS = 8,437± SF

OPEN SPACE SUMMARY:

OPEN SPACE REQUIRED = 3,445 SF (20% OF GROSS SITE AREA)



OPEN SPACE PROVIDED = 5,505± SF (31% OF GROSS SITE AREA)

PARKING SUMMARY:

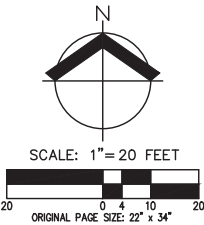
OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES

TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES (INCLUDES 1 ACCESSIBLE STALL)

BICYCLE PARKING REQUIRED = 4 SPACES

BICYCLE PARKING PROVIDED = 4 SPACES



**CONCEPTUAL SITE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**



JOB NUMBER:	8106
DATE:	11/17/2020
DESIGNED BY:	TDR
DRAWN BY:	KNU
CHECKED BY:	RCW

C100

Exhibit E: Property Ownership

RECORDING REQUESTED BY:
Fidelity National Title Company of Oregon

GRANTOR'S NAME:
Thomas & Dona M. Harrison Family Trust

GRANTEE'S NAME:
Jeffrey F. Starkey

SEND TAX STATEMENTS TO:
Jeffrey F. Starkey
12194 Brick Road SE
Turner, OR 97392

AFTER RECORDING RETURN TO:
Jeffrey F. Starkey
Same as above

SPACE ABOVE THIS LINE FOR RECORDER'S USE

STATUTORY WARRANTY DEED

Thomas Harrison and Dona M. Harrison, Trustees of the Thomas and Dona M. Harrison Family Trust Dtd/ 12/14/1992, Grantor, conveys and warrants to Jeffrey F. Starkey, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Marion, State of Oregon:

SEE LEGAL DESCRIPTION ATTACHED HERETO

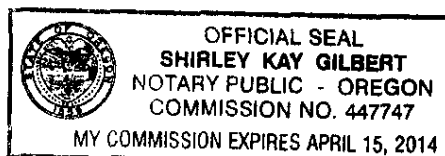
Subject to and excepting:

Current taxes, assessments, reservations in patents, and all agreements, easements, right-of-way, encumbrances, liens, setback lines, reservations, powers of special districts, covenants, conditions and restrictions as may appear of record.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, AND SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS \$101,000.00. (See ORS 93.030)

DATED: 4-22-10



Thomas and Dona M. Harrison Family Trust dated 12/14/1992

BY: Thomas Harrison
Thomas Harrison, Trustee

BY: Dona M. Harrison
Dona M. Harrison, Trustee

State of OREGON
COUNTY of Marion

This instrument was acknowledged before me on April 22, 2010 by Thomas Harrison and Dona M. Harrison, Trustees of the Thomas and Dona M. Harrison Family Trust Dated 12/14/1992

Shirley Kay Gilbert
Notary Public - State of Oregon

1023640
Fidelity National Title

LEGAL DESCRIPTION

Beginning in the center of Lancaster Drive in Township 8 South, Range 2 West of the Willamette Meridian in Marion County, Oregon, at a point which is 1368.18 feet North 0 ° 36' East and 3399.20 feet North 80 ° 06' 30" East and 935.27 feet North 17 ° 0' West from the Southwest corner of the Benjamin Munkes Donation Land Claim No. 52 in the said Township and Range; thence North 80 ° 13' East 228.89 feet; thence North 16 ° 43' West 89.28 feet; thence South 80 ° 13' West 229.42 feet to the center of the said Lancaster Drive; thence South 17 ° 0' East 90.00 feet to the place of beginning.

Save and except a 30.0 foot strip off of the West side of the above described tract of land, same being a portion of the present Lancaster Drive.

Also save and except the Easterly 1.0 foot thereof.

Further save and except all that portion of the above described property conveyed to the City of Salem by deed recorded July 14, 2003 in Reel 2158, Page 335, Microfilm Records, Marion County, Oregon.

REEL: 3170

PAGE: 438

April 27, 2010, 11:52 am.

CONTROL #: 270720

State of Oregon
County of Marion

I hereby certify that the attached
instrument was received and duly
recorded by me in Marion County
records:

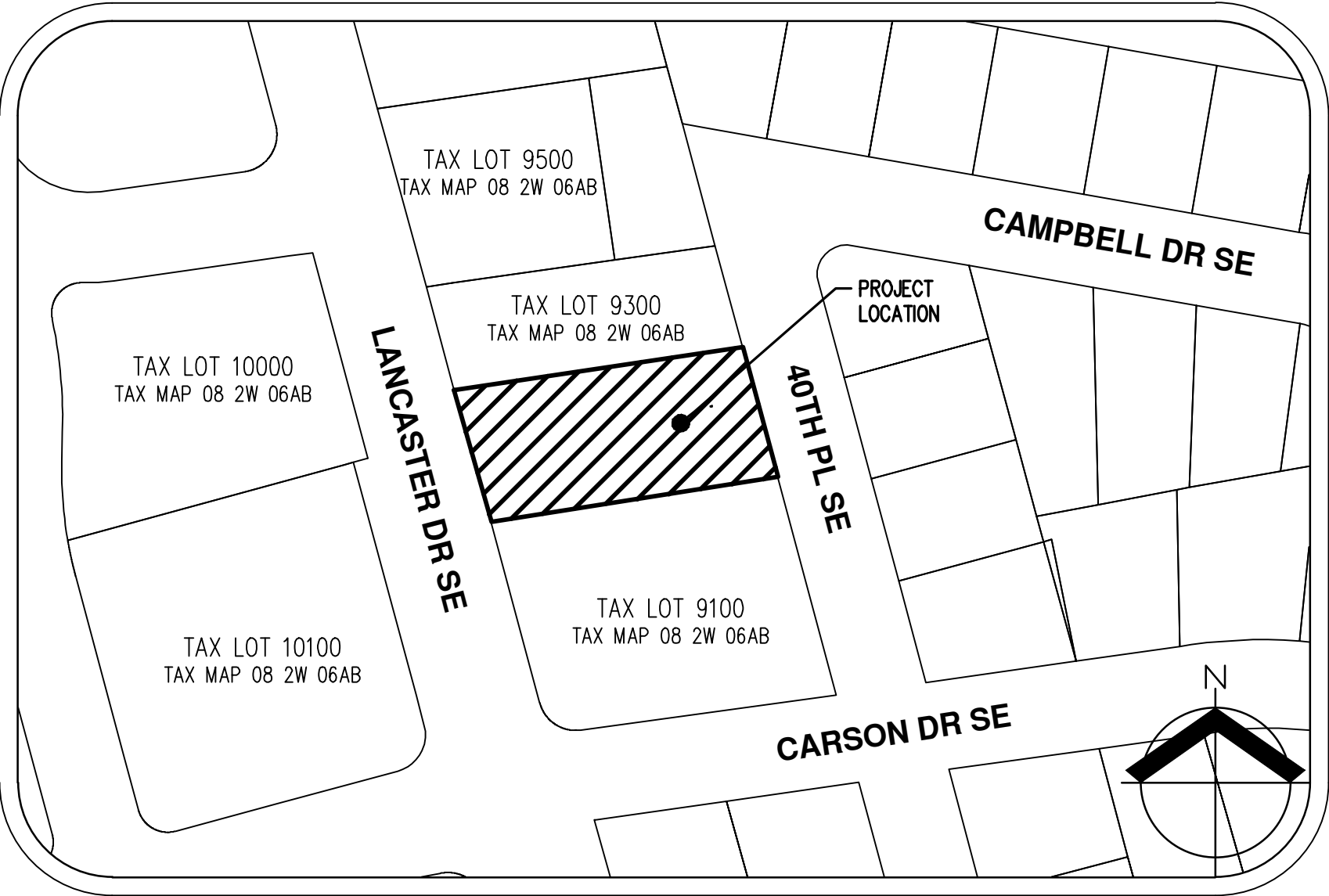
FEE: \$ 46.00

BILL BURGESS
COUNTY CLERK

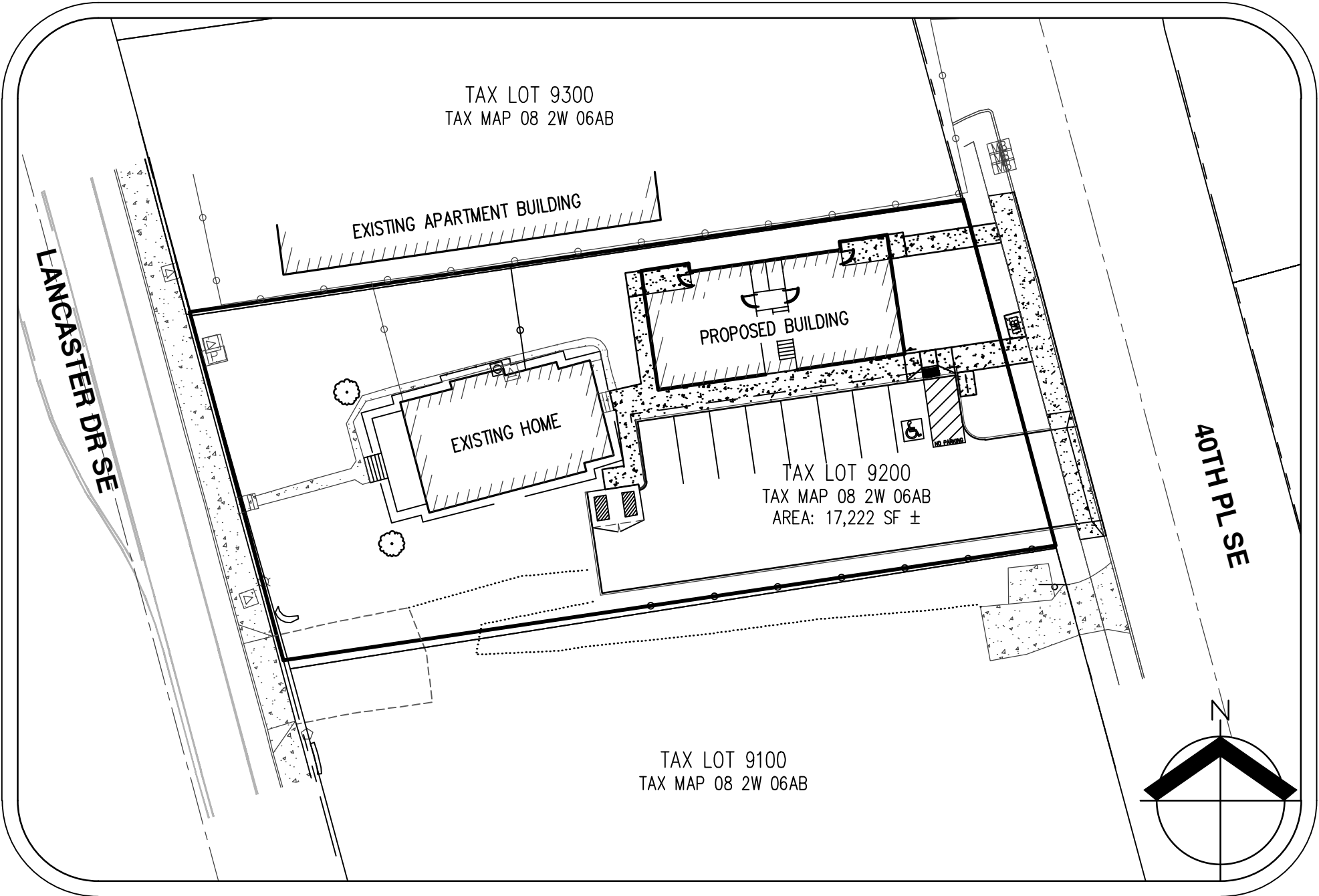
THIS IS NOT AN INVOICE.

1610 LANCASTER DR SE

PRELIMINARY PLANS - FOR SITE PLAN REVIEW



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
DECIDUOUS TREE		STORM DRAIN CLEAN OUT	
CONIFEROUS TREE		STORM DRAIN CATCH BASIN	
FIRE HYDRANT		STORM DRAIN AREA DRAIN	
WATER BLOWOFF		STORM DRAIN MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		UTILITY POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	
MAILBOX		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING

PROPOSED

RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE		
OVERHEAD WIRE		
COMMUNICATIONS LINE		
FIBER OPTIC LINE		
GAS LINE		
STORM DRAIN LINE		
SANITARY SEWER LINE		
WATER LINE		

PROPERTY DESCRIPTION:

MARION COUNTY TAX MAP 08 2W 06AB
TAX LOT 9200
CITY OF SALEM, OREGON

ADDRESS:

1610 LANCASTER DR SE
SALEM, OREGON 97317

VERTICAL DATUM

ELEVATIONS ARE BASED ON NGS
BENCHMARK QE1456, LOCATED AT 2510
TURNER ROAD SOUTHEAST. ELEVATION
= 209.10 FEET (NAVD88) THEN
ADJUSTED TO NGVD29 WITH A VERTICON
SHIFT OF -3.36 FEET, SETTING THE
NGVD29 ELEVATION AT 205.74 FEET.

LAND USE PLANNING / CIVIL ENGINEERING / LANDSCAPE ARCHITECTURE / SURVEYING FIRM

AKS ENGINEERING & FORESTRY, LLC
CONTACT: ZACH PELZ, AICP
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM

APPLICANT

GOOD WELL CONSTRUCTION, INC.
2825 FOXHAVEN DR SE
SALEM, OR 97306

BUILDING DESIGNER

GREG LARSON DRAFTING & DESIGN
CONTACT: GREG LARSON
289 E ELLENDALE AVE, STE 602
DALLAS, OR 97338
PH: 503.364.8577

EXISTING CONDITIONS:

1 SINGLE FAMILY RESIDENTIAL HOME

PROJECT PURPOSE:

CONSTRUCTION OF A NEW 7 UNIT MULTI-FAMILY
HOUSING DEVELOPMENT WITH ASSOCIATED
PARKING, LANDSCAPING, AND UTILITIES.

CIVIL SHEET INDEX

C001	PRELIMINARY COVER SHEET
C002	EXISTING CONDITIONS PLAN
C100	PRELIMINARY SITE PLAN
C200	PRELIMINARY GRADING AND DRAINAGE PLAN
C300	PRELIMINARY UTILITY PLAN
L100	PRELIMINARY LANDSCAPE PLAN

ARCHITECTURAL SHEET INDEX

A1	ELEVATIONS
A2	1ST & 2ND FLOOR PLAN
A3	FOUNDATION AND ROOF
A4	3RD FLOOR PLAN
A5	SECTIONS



- | | |
|---|-----|
| DESIGNED BY: | |
| DRAWN BY: | JB |
| MANAGED BY: | JFS |
| CHECKED BY: | NSW |
| DATE: 06/30/2020 | |
| <div style="border: 1px solid black; padding: 10px; text-align: center;"> REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

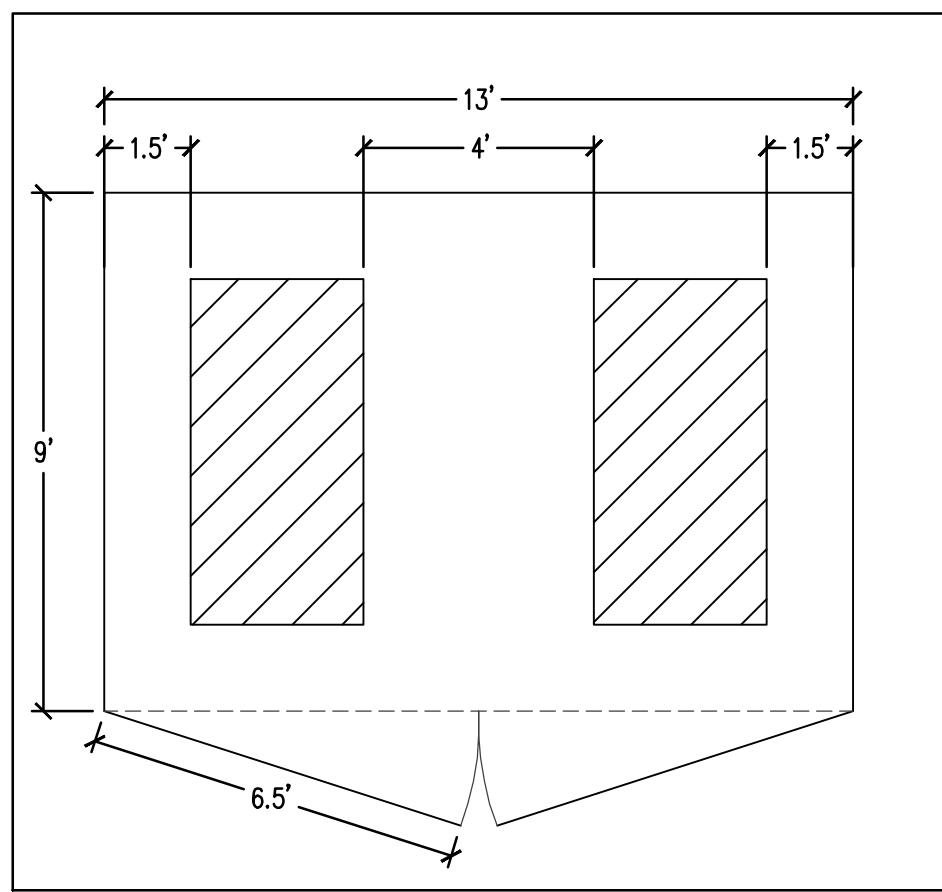
 ORIGIN
 JANUARY 1, 2007
 KICK WHITE
 70652LS
 RENEWS: 6/30/22 </div> | |
| REVISIONS | |
| SEWER REV - 01/05/2021 | |

SHEET
C002

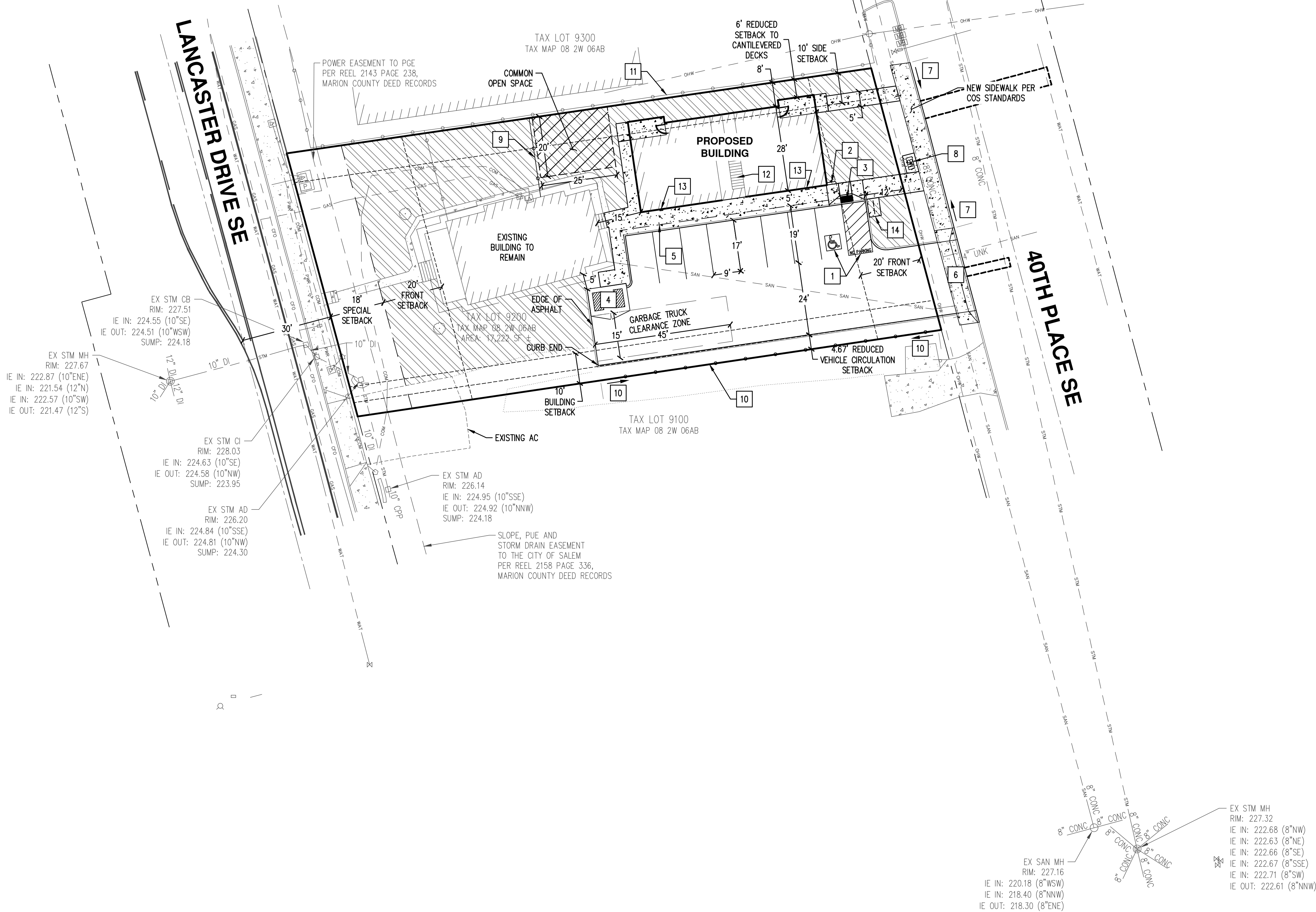
**1610 LANCASTER
DRIVE SE**

SALEM
TAX LOT 9200

OREGON
MARION COUNTY TAX MAP 08 2W 06AB



TRASH ENCLOSURE DETAIL
NTS



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
GROSS FLOOR AREA = 1,359± SF
HEIGHT = UNKNOWN

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
GROSS FLOOR AREA = 4,428 (1,476 SF/FLOOR)
HEIGHT = 33.5'

LOT COVERAGE SUMMARY:

BUILDING COVERAGE = 3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) = 5,600± SF
LANDSCAPED AREAS = 8,437± SF
% IMPERVIOUS AREA = 51%
% PERVIOUS AREA = 49%

OPEN SPACE SUMMARY:

COMMON OPEN SPACE REQUIRED = 500 SF WITH 20' MINIMUM DIMENSION
COMMON OPEN SPACE PROVIDED = 500 SF
GROSS OPEN SPACE REQUIRED = 3,445 SF (20% OF GROSS SITE AREA)
GROSS OPEN SPACE PROVIDED = 5,505± SF (31% OF GROSS SITE AREA)

OPEN SPACE LEGEND:

COMMON OPEN SPACE PROVIDED
 GROSS OPEN SPACE PROVIDED

PARKING SUMMARY:

OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES
TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES (INCLUDES 1 ACCESSIBLE STALL)

BICYCLE PARKING REQUIRED = 4 SPACES

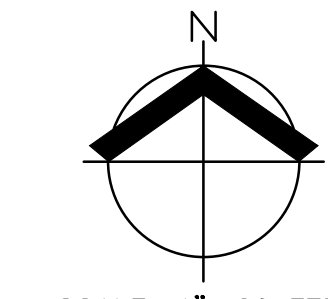
BICYCLE PARKING PROVIDED = 4 SPACES

SETBACK SUMMARY:

SPECIAL SETBACK (LANCASTER DRIVE) 48' FROM ϕ = 18'
FRONT SETBACK (LANCASTER DRIVE) = 20'
FRONT SETBACK (40TH PLACE) = 20'
SIDE SETBACKS (NORTH/SOUTH) = 10'
REDUCED SETBACKS:
SIDE SETBACK (NORTH) = 6'
SIDE SETBACK (SOUTH) = 4.67' (VEHICLE CIRCULATION)

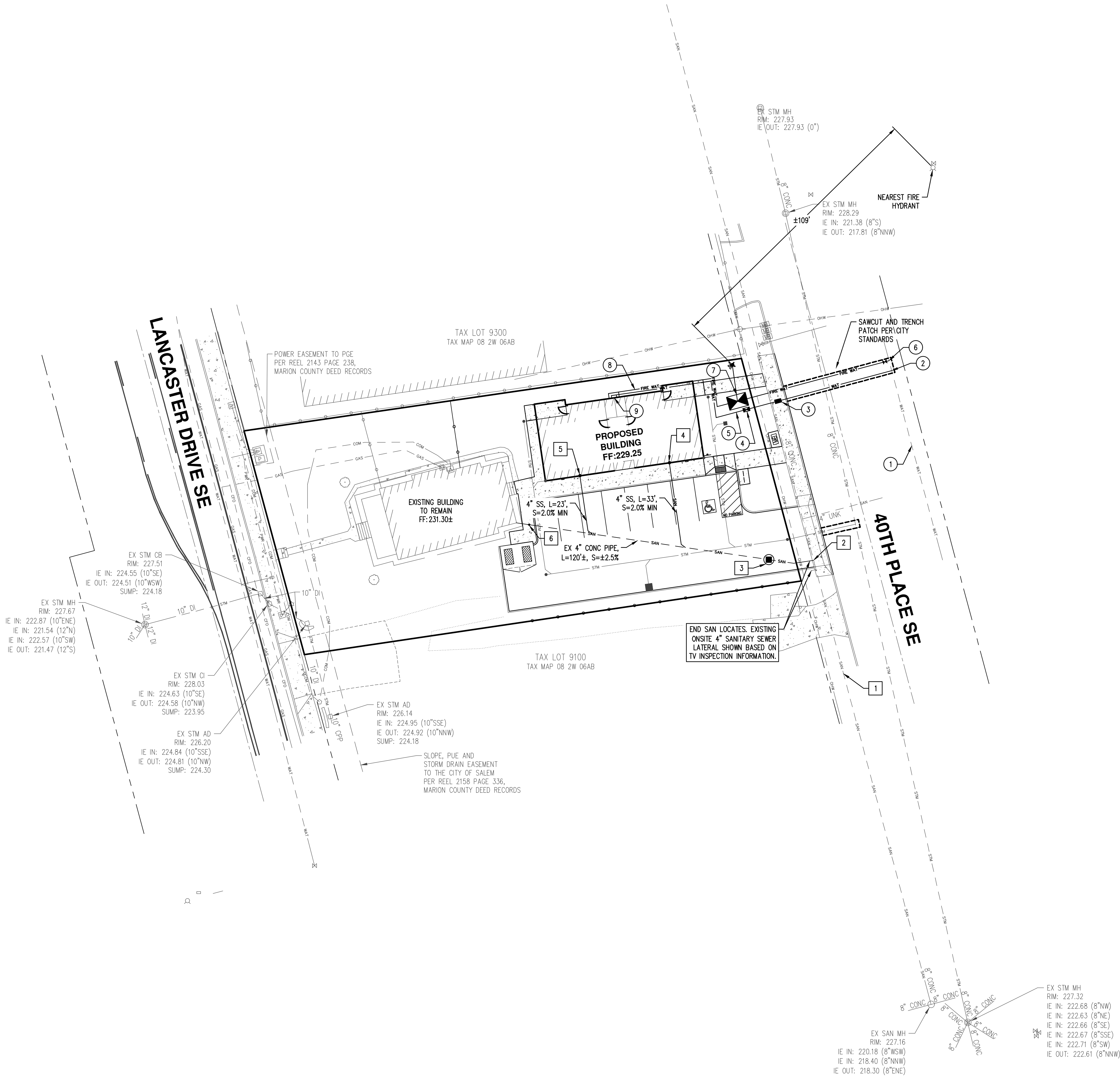
KEYED NOTES: #

- ACCESSIBLE STALL AND ACCESSIBLE STRIPING
- ACCESSIBLE PARKING SIGN
- PEDESTRIAN CURB RAMP
- TRASH ENCLOSURE
- 2' BUMPER OVERHANG
- COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARDS
- 6' SIDEWALK PER CITY STANDARDS. CURB TO REMAIN
- MAILBOX PER USPS REQUIREMENTS
- 4' CHAIN LINK FENCE
- 6' SITE OBSCURING FENCE ALONG PROPERTY LINE
- SITE OBSCURING FENCE AT PROPERTY LINE TO REMAIN
- BIKE PARKING UNDER STAIRS WITHIN BUILDING FOOTPRINT TO ACCOMMODATE 2 BIKE SPACES
- WALL PACK LIGHT WITH SHIELDING PER CITY STANDARDS
- STAPLE BIKE RACK ON 4' X 6' CONCRETE PAD



SCALE: 1"= 20 FEET
ORIGINAL PAGE SIZE: 22" x 34"



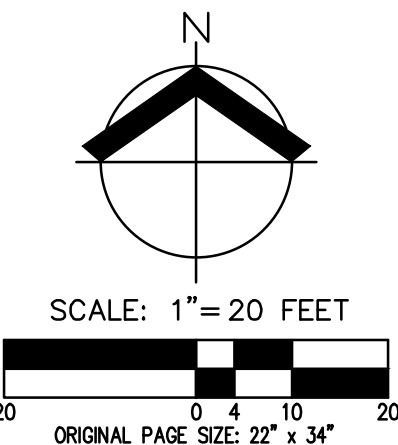


WATER AND FIRE KEYED NOTES:

1. EXISTING 6" DI PUBLIC WATER MAIN PER CITY AS-BUILT INFORMATION
2. 2" DOMESTIC WATER SERVICE
3. 1.5" WATER METER
4. 2" DOUBLE CHECK ASSEMBLY
5. 2" DOMESTIC WATER SERVICE TO BUILDING
6. NEW FIRE SERVICE
7. DOUBLE CHECK DETECTOR ASSEMBLY WITH FDC
8. FIRE SERVICE TO BUILDING
9. DOMESTIC WATER AND FIRE SERVICE CONNECTION AT BUILDING.

SANITARY SEWER (SS) KEYED NOTES:

1. EXISTING 8" CONC. PUBLIC SS MAIN
2. 4" SEWER LATERAL CONNECTION AT MAIN
8" IE:219.12±
3. MONITORING MANHOLE PER CITY STANDARDS
4. 4" SS LATERAL WITH CO AT BUILDING
IE:224.25
5. 4" SS LATERAL WITH CO AT BUILDING
IE:224.25
6. NEW CO OVER EXISTING 4" SANITARY SEWER SERVICE
EXISTING IE:222±



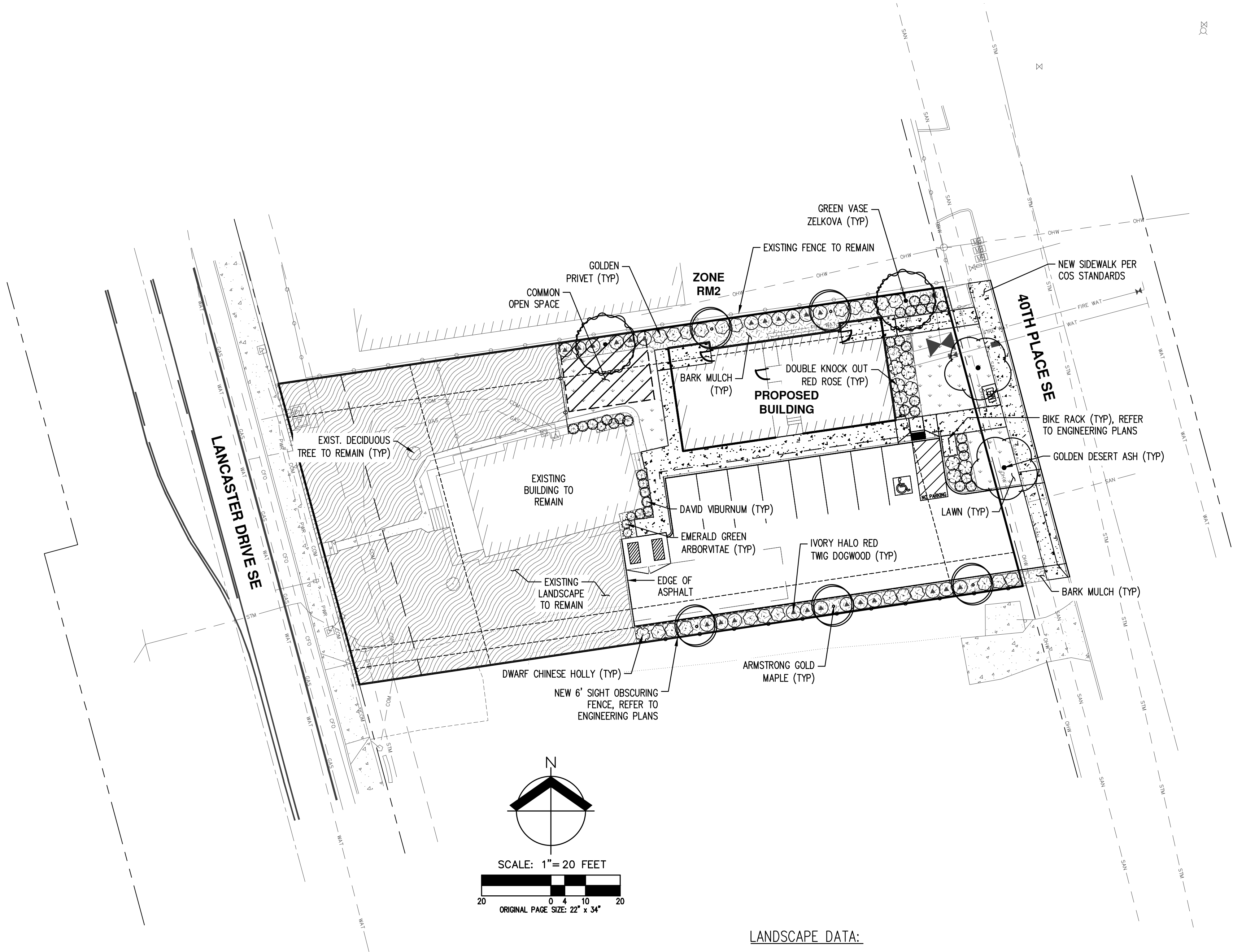
**PRELIMINARY UTILITY PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**



JOB NUMBER:	8106
DATE:	11/17/2020
DESIGNED BY:	TDR
DRAWN BY:	KNU
CHECKED BY:	RCW

C300

AKS DRAWING FILE: 8106 PRELIM LANDSCP.DWG | LAYOUT: L100



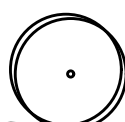
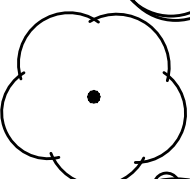
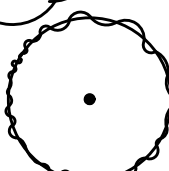






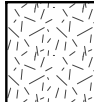
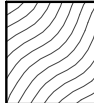

LANDSCAPE DATA:

GROSS SITE AREA: ±17,222 SF
TOTAL LANDSCAPE AREA WITHIN PROJECT LIMITS: ±8,437 SF (49%)
COMMON OPEN SPACE REQUIRED (INCLUDING SETBACKS AREAS): ±3,445 SF (20% OF GROSS SITE AREA)
COMMON OPEN SPACE PROVIDED: ±5,245 SF (30% OF GROSS SITE AREA)
REQUIRED P.U. (1 P.U. PER 20 SF OF 872 SF QUALIFYING LANDSCAPED AREA): 44 P.U.
PROPOSED P.U. IN QUALIFYING LANDSCAPE AREA: 132 P.U.

NUMBER OF PARKING SPACES: 8 STALLS
NUMBER OF PARKING LOT TREES PROPOSED: 3 TREES

MINIMUM INTERIOR PARKING LOT AREA REQUIRED: ±240 S.F. (5%)
PROPOSED PARKING LOT LANDSCAPING AREA: ±560 SF (12%)

PRELIMINARY PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	ESTIMATE SIZE AT 5 YR. MATURITY
	5	ACER RUBRUM 'ARMSTRONG GOLD'	ARMSTRONG GOLD MAPLE	1.5" MIN. CAL. B&B	AS SHOWN	15'-20' HT.
	2	FRAXINUS EXCELSIOR 'AUREAFOLIA' TM	GOLDEN DESERT ASH	1.5" CAL. B&B	AS SHOWN	12'-18' HT.
	2	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	1.5" CAL. B&B	AS SHOWN	15'-20' HT.
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	ESTIMATE SIZE AT 5 YR. MATURITY
	24	CORNUS ALBA 'IVORY HALO' TM	IVORY HALO RED TWIG DOGWOOD	3 GAL. CONT.	48" o.c.	48"-60" WIDE
	3	ILEX CORNUTA 'ROTUNDA'	DWARF CHINESE HOLLY	3 GAL. CONT.	48" o.c.	48"-60" WIDE
	23	LIGUSTRUM VICARYI 'LODENSE'	GOLDEN PRIVET	3 GAL. CONT.	48" o.c.	36"-48" WIDE
	8	ROSA X 'RADTKO'	DOUBLE KNOCK OUT RED ROSE	3 GAL. CONT.	48" o.c.	36"-48" WIDE
	4	THUJA OCCIDENTALIS 'SMARAGO'	EMERALD GREEN ARBORVITAE	4' HT. B&B	36" o.c.	30"-36" WIDE
	32	VIBURNUM DAVIDII	DAVID VIBURNUM	3 GAL. CONT.	36" o.c.	36"-48" WIDE
GROUND COVERS	QTY	DESCRIPTION				
		BARK MULCH DARK HEMLOCK/FIR, MEDIUM GRIND OR SHREDDED	3" DEEP			
		EXISTING LANDSCAPE TO REMAIN				
	±1,235 SF	LAWN				

TOTAL SITE PLANT UNITS				
PLANT MATERIAL	PU VALUE	QTY PROPOSED	TOTAL PU	PROPOSED PU
1.5" CAL. SHADE TREES	10 PU	9	90 PU	TREE PU: 90
6' CONIFER	5 PU	0	0 PU	
3G LARGE SHRUB	2 PU	94	188 PU	SHRUB PU: 213
1G SMALL SHRUB	1 PU	0	0 PU	
LAWN/GROUNDCOVER	1 PU/50 SF	1,235 SF	25 PU	

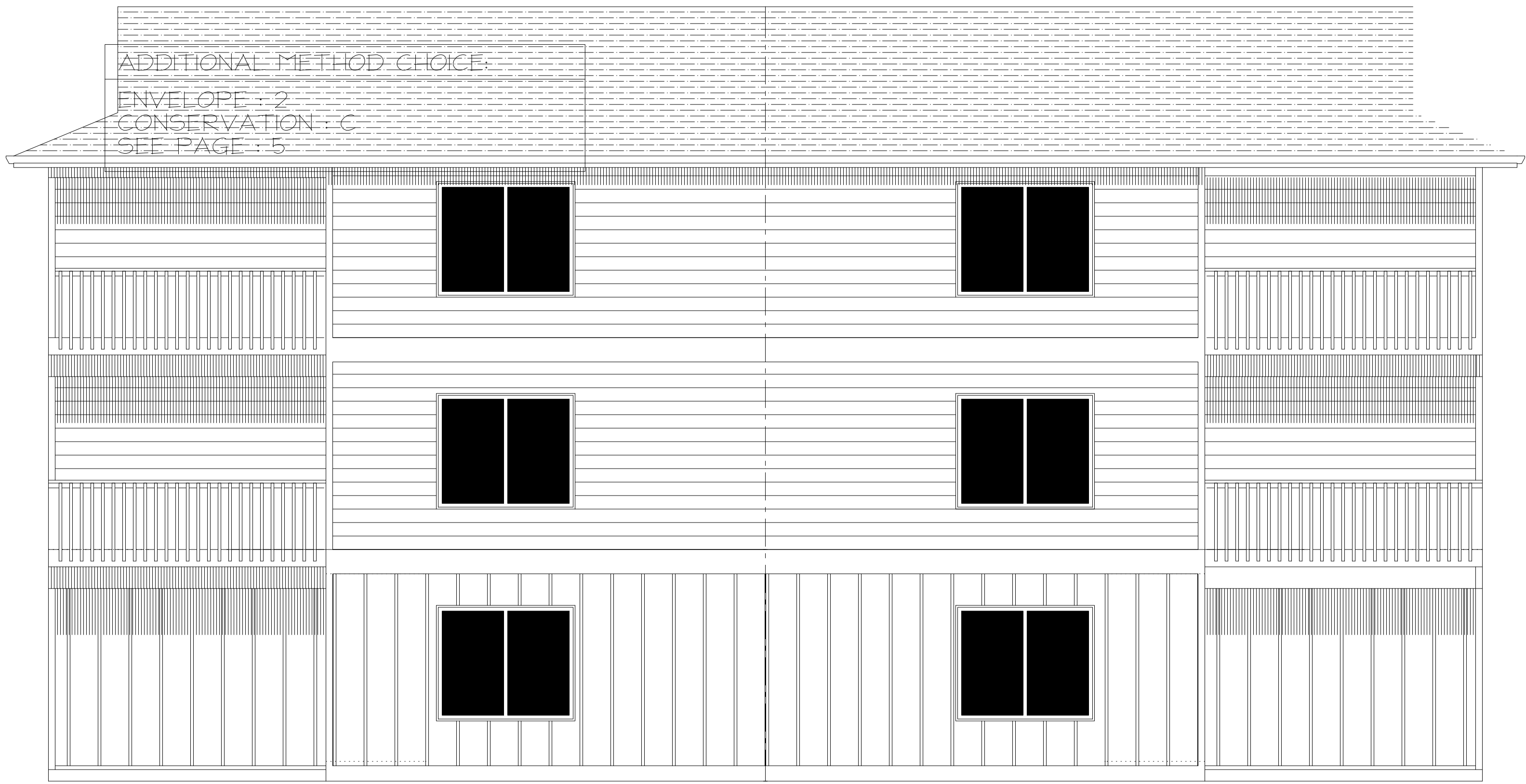
PRELIMINARY LANDSCAPE NOTES

- PLANTS AND LANDSCAPING ARE PRELIMINARY AND SHOWN TO PORTRAY THE CHARACTER OF THE SITE. PLAN REVISIONS INCLUDING CHANGES TO PLANT SPECIES, SIZES, SPACING, QUANTITIES, ETC., DUE TO PLANT AVAILABILITY OR UNFORESEEN SITE CONDITIONS MAY BE APPROVED PRIOR TO INSTALLATION WHERE ALLOWED BY THE CITY OF SALEM'S DESIGN STANDARDS.
- ALL LANDSCAPING SHALL CONFORM TO THE CITY OF SALEM'S LANDSCAPE DESIGN STANDARDS AND TO THE AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1, CURRENT EDITION) IN ALL WAYS; PLANT MATERIAL SHALL BE, UPON INSTALLATION, VIGOROUS AND WELL-BRANCHED, WITH HEALTHY AND WELL-FURNISHED ROOT SYSTEMS, FREE OF DISEASES, INSECT PESTS, AND INJURIES. PLANT IN ACCORDANCE WITH RECOGNIZED BEST PRACTICE INDUSTRY STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTOR'S BOARD (OLCB) AND THE AMERICAN HORTICULTURE INDUSTRY ASSOCIATION. FIELD ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS WITH UTILITIES, BUILDING OVERHANGS, ETC.
- DOUBLE STAKE ALL TREES UNLESS OTHERWISE SPECIFIED. TREES SHALL BE PLANTED NO CLOSER THAN 3' O.C. FROM SIDEWALKS, CURBING OR OTHER HARDSCAPING.
- ALL LANDSCAPING SHALL BE INSTALLED AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM DUE TO INCLEMENT WEATHER OR TEMPORARY SITE CONDITIONS.
- PLANTING AND INSTALLATION OF ALL REQUIRED LANDSCAPING SHALL BE INSPECTED AND APPROVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM.
- EVERY EFFORT SHALL BE MADE TO PROTECT EXISTING VEGETATION TO REMAIN DURING SITE CONSTRUCTION.
- A PERMANENT UNDERGROUND OR DRIP IRRIGATION SYSTEM WITH A BACKFLOW DEVICE APPROVED BY THE CITY OF SALEM, SHALL BE PROVIDED FOR ALL NEW AND IMPROVED LANDSCAPED AREAS WITHIN THE PROJECT WORK AREA FOR THE ESTABLISHMENT AND LONG-TERM HEALTH OF PLANT MATERIAL. THE IRRIGATION SYSTEM SHALL BE 'DESIGN-BUILD' BY THE LANDSCAPE CONTRACTOR, USING CURRENT WATER-SAVING TECHNOLOGY, AND INCLUDE ALL MATERIALS, COMPONENTS, CITY APPROVED BACKFLOW OR ANTI-SIPHON DEVICES, VALVES, ETC., NECESSARY FOR THE COMPLETE AND EFFICIENT COVERAGE OF ALL NEW AND IMPROVED LANDSCAPE AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OWNER FOR POINT-OF-CONNECTION (POC), SLEEVING LOCATION, AND MAINLINE LAYOUT PRIOR TO ANY PAVING REPAIR OR STRIPING. CONTRACTOR SHALL PROVIDE THE CITY OF SALEM WITH AN IRRIGATION PLAN INCLUDING ZONING AND COMPONENT LAYOUT FOR APPROVAL PRIOR TO INSTALLATION AS A DEFERRED SUBMITTAL.
- THE OWNER AND TENANTS SHALL BE JOINTLY RESPONSIBLE FOR MAINTAINING ALL LANDSCAPE MATERIAL IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT AND ORDERLY APPEARANCE IN KEEPING WITH CURRENT INDUSTRY STANDARDS. UNHEALTHY OR DEAD PLANT MATERIALS SHALL BE REPLACED IN CONFORMANCE TO THE REQUIREMENTS OF THE ORIGINALLY APPROVED LANDSCAPE PLAN.
- MULCH: APPLY 3" DEEP WELL-AGED DARK HEMLOCK OR FIR, MEDIUM GRIND, UNDER AND AROUND ALL PLANTS IN PLANTING BEDS.

LANDSCAPE IRRIGATION TO BE A DEFERRED SUBMITTAL



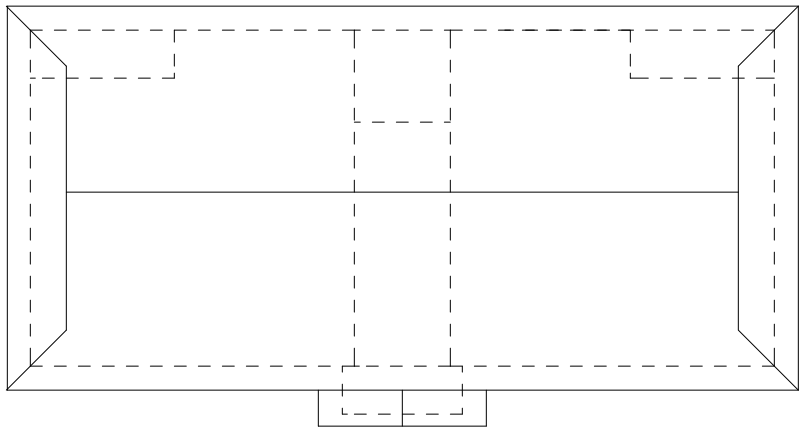
JOB NUMBER:	8106
DATE:	11/17/2020
DESIGNED BY:	NKP
DRAWN BY:	NKP
CHECKED BY:	KAH



NORTH ELEVATION



40TH PL ELEVATION



1ST LEVEL : 708 SQ FT
2ND LEVEL : 708 SQ FT
3RD LEVEL : 708 SQ FT
TOTAL LIVING AREA :

2017 Oregon Residential Specialty Code

EXPOSURE : B
BASIC WIND SPEED : 120 MPH (UWS)
SEISMIC DESIGN CATEGORY : DI

LATERAL DESIGN STANDARDS



WEST ELEVATION



SOUTH ELEVATION

1/4"=1'0"

REVISION	BY

GOOD WELL
CONSTRUCTION
INC. ***
Jordan Schweiger
503-375-6205
CDD#: 715065

greg Larson
DRAFTING & DESIGN
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Dallas, Oregon 97339
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Fax (503) 364-3256
E-MAIL: homedezyme@aol.com

ELEVATIONS

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
GIL
CHECKED BY

DATE
10-27-20
SCALE
1/4" = 1'-0"

JOB NO.
5-708-3

SHEET : 1
OF : 5

FOUNDATION SPECS:

MIN. FOOTINGS FOR 1500 PSF SOIL BEARING STRENGTH=

6X12" FOR (1) FLOOR;

7X12" FOR (2) FLOORS;

8X12" FOR (3) FLOORS;

FOOTING SHALL EXTEND NOT LESS THAN 12" BELOW THE NATURAL FINISH GRADE.

PROVIDE KEYWAY, #4 DOWELS @ 4' O.C. OR FOUR FOOTING MONOLITHICALLY WITH STEM WALLS.

MIN CONC. STEM WALL FOR 1-STORY = 6",

SUPPORTING 2 FLOORS = 8",

SUPPORTING 3 FLOORS = 10".

BEAM POCKETS 4" DEEP REQUIRE 1/2" AIR SPACE & 55# FELT

FOOTINGS FOR BRICK VENEER TO EXTEND 10" MIN FROM FACE OF STEM

CONCRETE TO BE 3000 PSI MIN.

REBAR SHALL BE ASTM A615, GRADE 60 (fy=60000psi)

CHECK FLOOR PLAN FOR LOCATION OF BRACE PANELS.

ALL BRACE LINES REQUIRE 3"x3"x0.229" E WASHERS.

R4013 Drainage. Surface drainage shall be diverted to a storm sewer conveyance or other approved point of collection so as to not create a hazard. Lots shall be graded to drain surface water away from foundation walls. The grade shall fall a minimum of 6 inches (152 mm) within the first 10 feet (3048 mm).

Exception: Where lot lines, walls, slopes or other physical barriers prohibit 6 inches (152 mm) of fall within 10 feet (3048 mm), the final grade shall slope away from the foundation at a minimum slope of 5 percent and the water shall be directed to drains or swales or other means shall be provided to ensure drainage away from the structure. Swales shall be sloped a minimum of 2 percent when located within 10 feet (3048 mm) of the building foundation. Impervious surfaces within 10 feet (3048 mm) of the building foundation shall be sloped a minimum of 2 percent away from the building.

N1049.2 Ground cover. A ground cover shall be installed in the crawl space for both new and existing buildings when insulation is installed. Ground cover shall be 6-mil (0.15mm) black polyethylene or other approved material of equivalent perm rating. Ground cover shall be lapped 12 inches (305 mm) at all joints and cover the entire surface area extending full width and length of the crawl space and turn 12 inches (305 mm) up the foundation wall. Ground cover of 6-mil (0.15mm) polyethylene or an approved equal (that is durable) shall be installed on the ground beneath concrete floor slabs located in conditioned spaces.

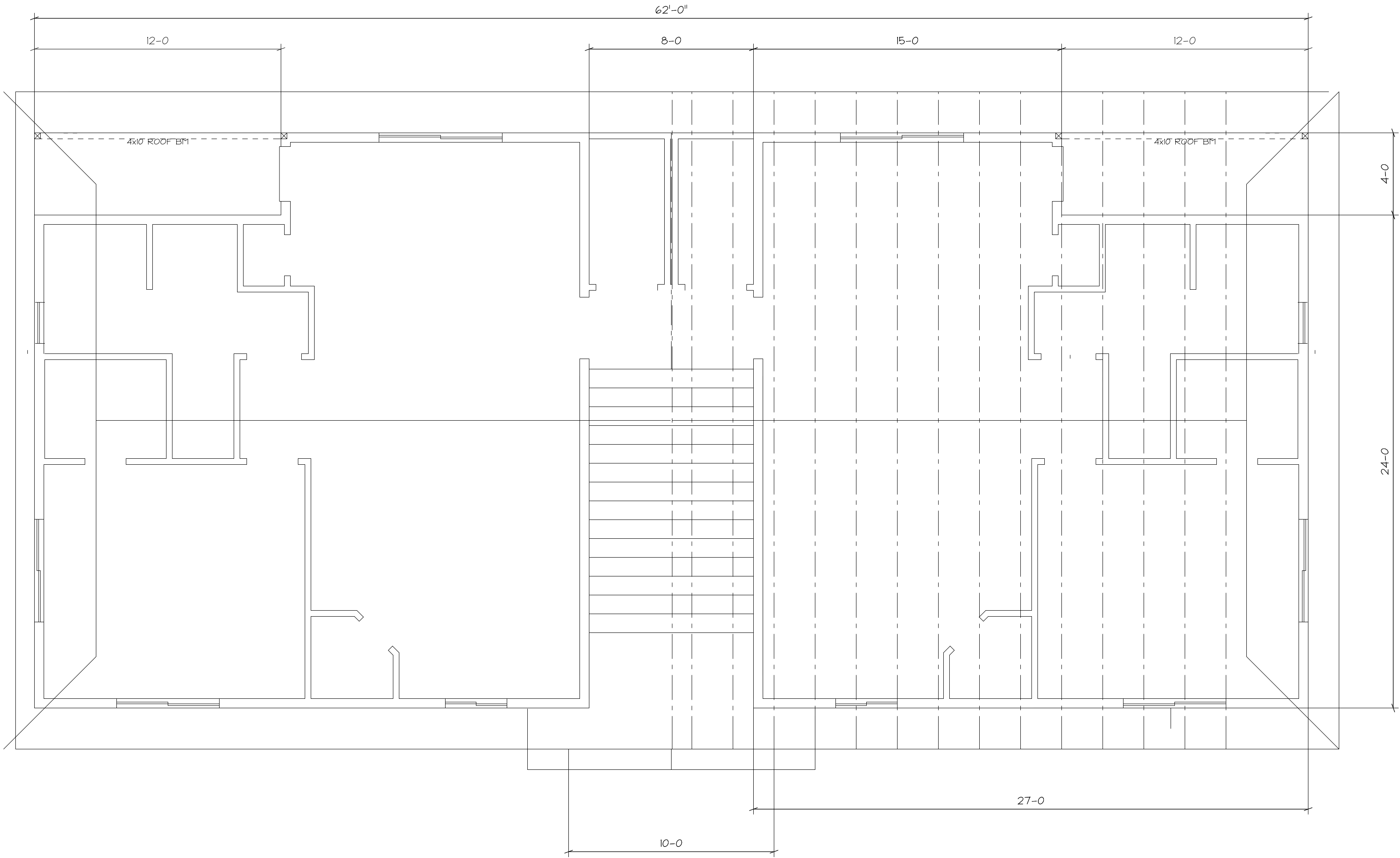
R40313 Footing and stem wall reinforcing in Seismic Design Categories DI and D2. Concrete footings located in Seismic Design Categories DI and D2, as established in Table R302.2(1), shall have minimum reinforcement in accordance with this section and Figure R40313. Reinforcement shall be installed with support and cover in accordance with Section R40313.5.

R403131 Concrete stem wall with concrete footings. In Seismic Design Categories DI and D2 where a construction joint is created between a concrete footing and a concrete stem wall, a minimum of one No. 4 vertical bar shall be installed at not more than 4 feet on center. A vertical bar shall have a standard hook and extend to the bottom of the footing and shall have support and cover as specified in Section R40313.5.3 and extend a minimum of 14 inches into the stem wall. Standard hooks shall comply with Section R608.5.4.5. A minimum of one No. 4 horizontal bar shall be installed within 12 inches of the top of the stem wall and one No. 4 horizontal bar shall be located 3 to 4 inches from the bottom of the footing.

R40315 Minimum depth. All exterior footings shall be placed at least 12 inches (305mm) below the finished grade on undisturbed ground surface. Where applicable, the depth of footings shall also conform to Sections R40315.1 through R40315.2.

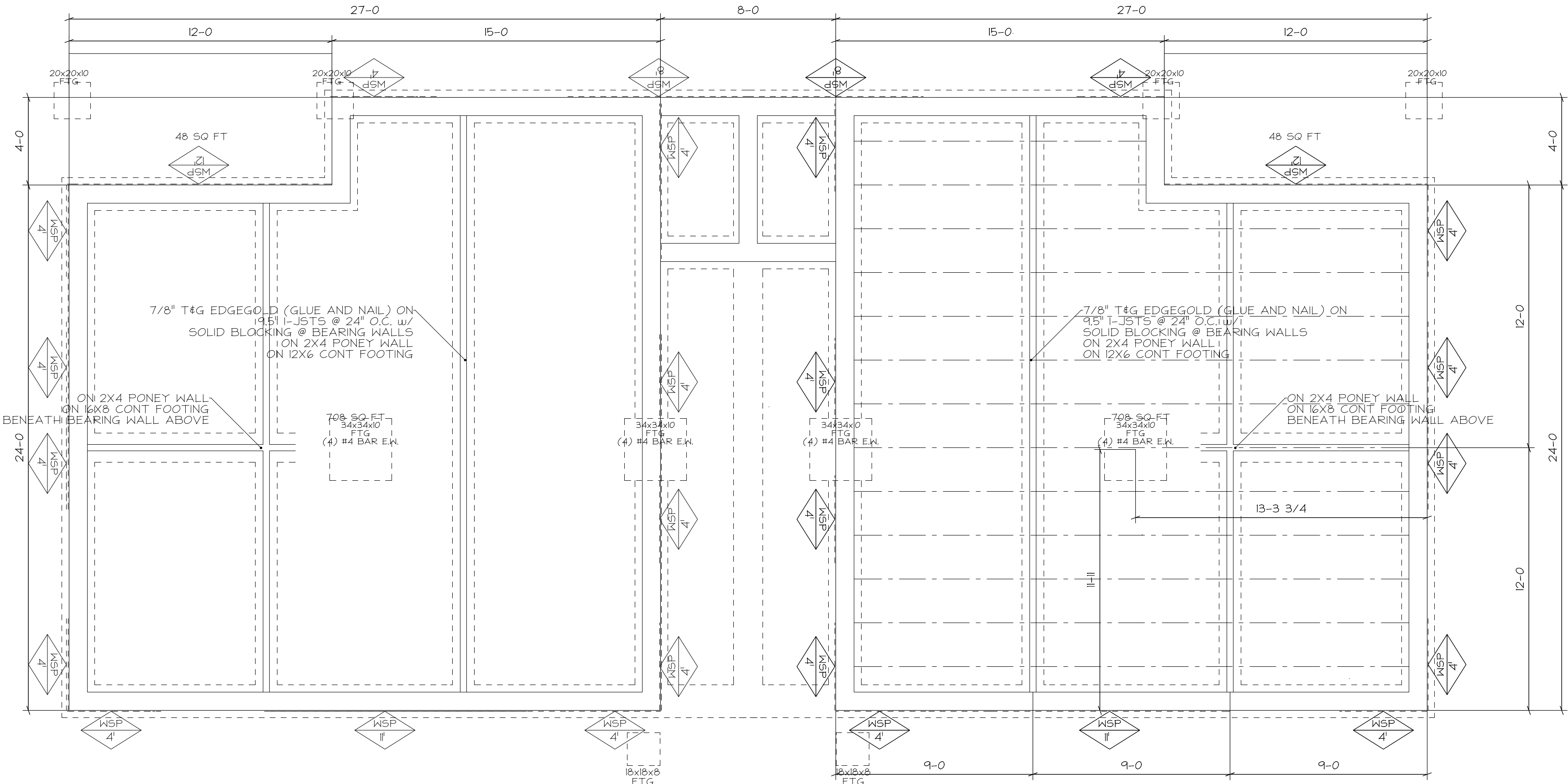
R40316 Foundation anchorage. Wood sill plates and wood walls supported directly on continuous foundations shall be anchored to the foundation in accordance with this section.

Wood sole plate of braced wall panels at building interiors on monolithic slabs and all wood sill plates shall be anchored to the foundation with minimum 1/2 inch diameter anchor bolts spaced a maximum of 6 feet (1829 mm) on center, or approved anchors or anchor straps spaced as required to provide equivalent anchorage to 1/2 inch diameter anchor bolts. Bolts shall extend a minimum of 7 inches into concrete or grouted cells of concrete masonry units. The bolts shall be located in the middle third of the width of the plate. A nut and washer shall be tightened on each anchor bolt. There shall be a minimum of two bolts per plate section with one bolt located not more than 12 inches (305 mm) or less than seven bolt diameters from each end of the plate section. Interior In Seismic Design Categories DI and D2, anchor bolts shall be spaced at 6 feet (1829 mm) on center and located within 12 inches (305mm) of the ends of each plate section at interior braced wall lines when required by Section R60210.9.1 to be supported on a continuous foundation. Bolts shall be at least 1/2 inch (13mm) in diameter and shall extend a minimum of 7 inches (178 mm) into masonry or concrete. Interior bearing wall sole plates on monolithic slab foundation that are not part of a braced wall panel shall be positively anchored with approved fasteners. A nut and washer shall be tightened on each bolt of the plate. Sills and sole plates shall be protected against decay where required by Section R317.



ROOF PLAN

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



REVISION	BY

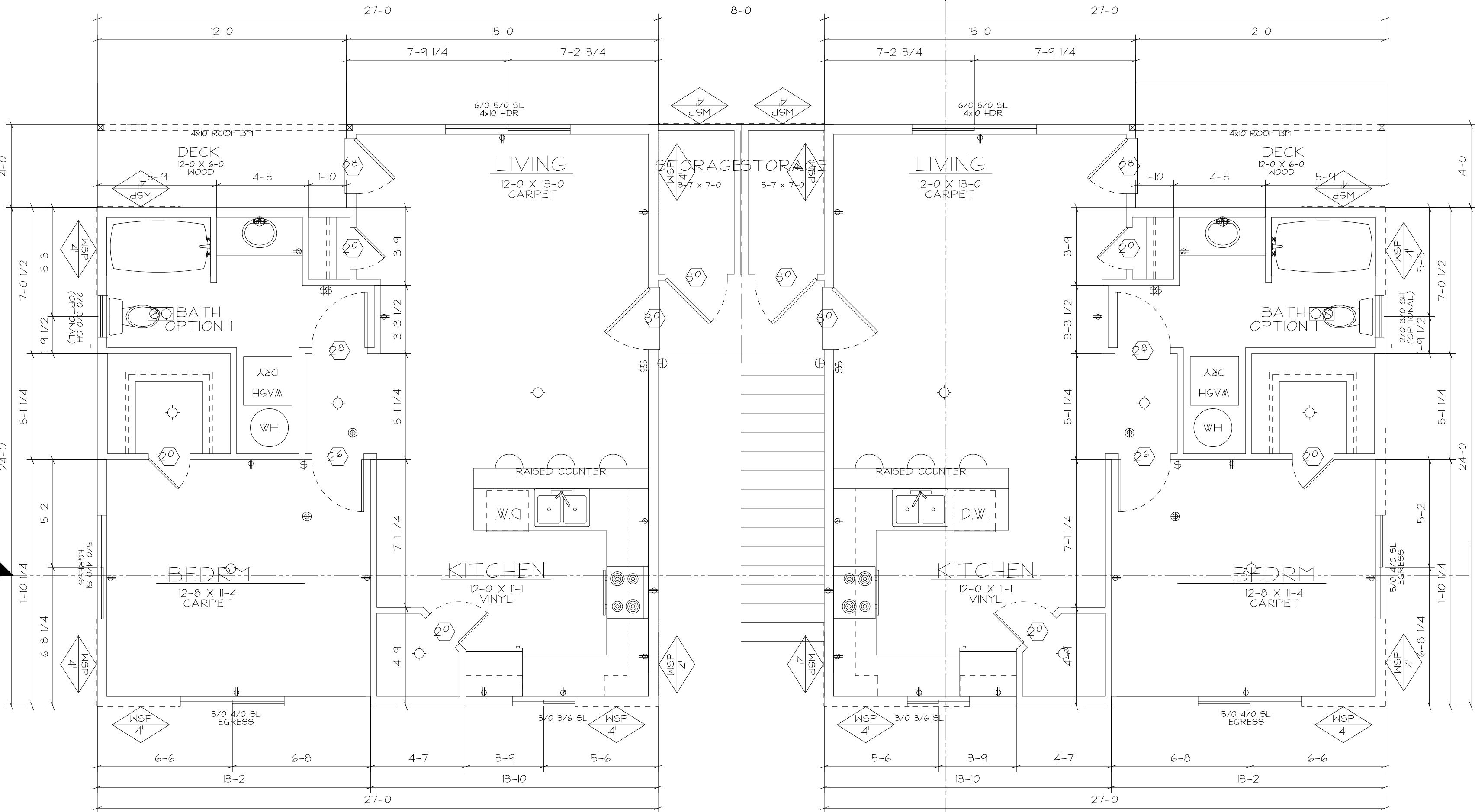
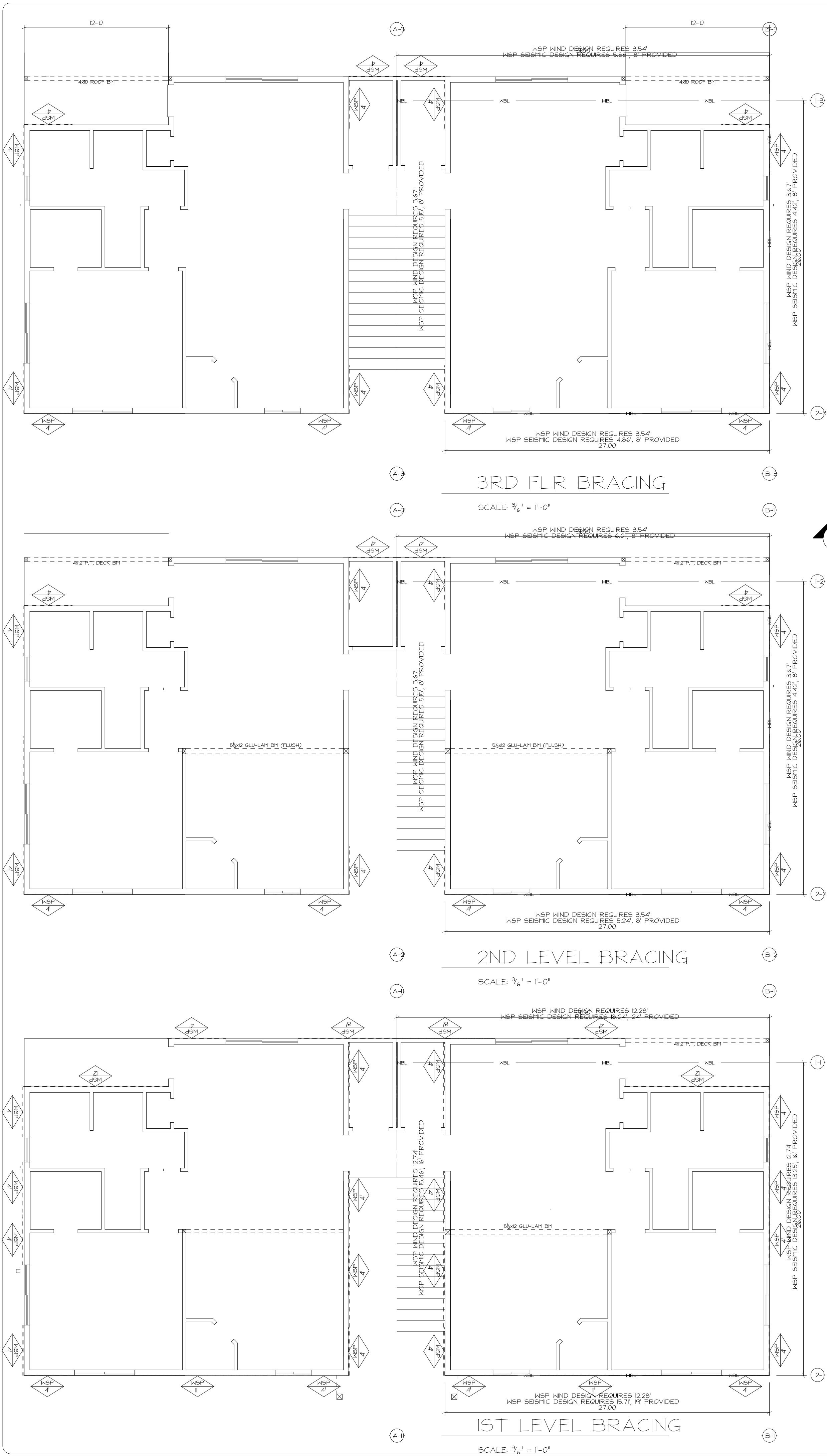
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GOOD WELL CONSTRUCTION INC.

Jordan Schweiger
503-375-6205
CDD#: 215065

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY GIL
CHECKED BY
DATE 10-27-20
SCALE 1/4" = 1'-0"
JOB NO. 5-708-3
SHEET : 3 OF : 5



3RD LEVEL PLAN

SCALE: 1/4" = 1'-0" 708 SQ FT

FLOOR-CEILING SYSTEMS, WOOD-FRAMED

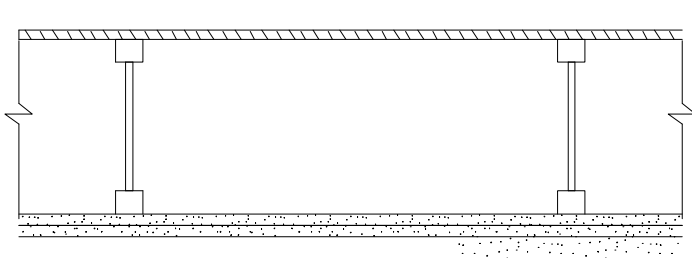
GA FILE NO. FC 5407

GENERIC

WOOD I-JOISTS, GYPSUM WALLBOARD

Baselayer 5/8" type X gypsum wallboard applied at right angles to wood I-joists 24" o.c. with 1 1/4" Type W or S drywall screws 24" o.c. Facelayer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to I-joists with 1 7/8" Type W or S drywall screws 12" o.c. at joints and intermediate I-joists and 1 1/2" Type G drywall screws 12" o.c. placed 2" back on either side of end joints. Joints offset 24" from base layer joints. Wood I-joists supporting 1/2" wood structural panels applied at right angles to joists with 8d nails.

1 HOUR FIRE 35 to 39 STC SOUND



Approx. Ceiling Weight: 5 psf
Fire Test: FM FC 172, 2-25-72; ITS 8-6-88
Sound Test: Estimated 35 to 39 STC

R314.3 Location. Smoke alarms shall be installed in the following locations:

1. In each sleeping room.
2. Outside each separate sleeping area in the immediate vicinity of the bedrooms.
3. On each additional story of the dwelling, including basements and cellars but not including crawl spaces and uninhabitable attics. In dwellings or dwelling units with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.

When more than one smoke alarm is required to be installed within an individual dwelling unit the alarm devices shall be interconnected in such a manner that the actuation of one alarm will activate all of the alarms in the individual unit.

Required smoke alarms shall not be located within kitchens garages, or in other spaces where temperatures can fall below 40°C. Ionization smoke alarms shall not be located closer than 3 feet (914 mm) horizontally from the following:
1. The door to a kitchen;
2. The door to a bathroom containing a tub or shower;
3. The supply registers of a forced air heating or cooling system, outside the airflow from those registers.
Smoke A alarm installed within 20 feet (6096 mm) (direct path) of a cooking appliance shall be a photoelectric-type linear smoke alarm or the alarm shall have an approved alarm silencing means.

EMERGENCY ESCAPE AND RESCUE OPENINGS

R3101 Emergency escape and rescue required. Basements and every sleeping room shall have at least one operable emergency escape and rescue opening. Where basements contain one or more sleeping rooms, emergency egress and rescue openings shall be required in each sleeping room, but shall not be required in adjoining areas of the basement. Where emergency escape and rescue openings are provided they shall have a sill height of not more than 44 inches (1118 mm) above the floor. Where a door opening having a threshold below the adjacent ground elevation serves as an emergency escape and rescue opening and is provided with a bulkhead enclosure, the bulkhead enclosure shall comply with Section R310.3. The net clear opening dimensions required by this section shall be obtained by the normal operation of the emergency escape and rescue opening from the inside. Emergency escape and rescue openings with a finished sill height below the adjacent ground elevation shall be provided with a window well in accordance with Section R310.2. Emergency escape and rescue openings shall open directly into a public way, or to a yard or court that opens to a public way.

- \$ = switch
- \$3 = three-way switch
- \$4 = four-way switch
- = ceiling light
- ◻ = recessed light
- ⊕ = wall hung light
- ⊕ = wall hung flood light
- ⊕ = exhaust fan
- ⊕ = 220v outlet
- ⊕ = 110v outlet
- ⊕ = floor/ceiling outlet
- ⊕ = ground fault outlet
- ⊕ = half switched outlet
- ⊕ = 110v smoke detector
- ⊕ = CO 2 detector
- ⊕ = telephone
- ⊕ = cable tv

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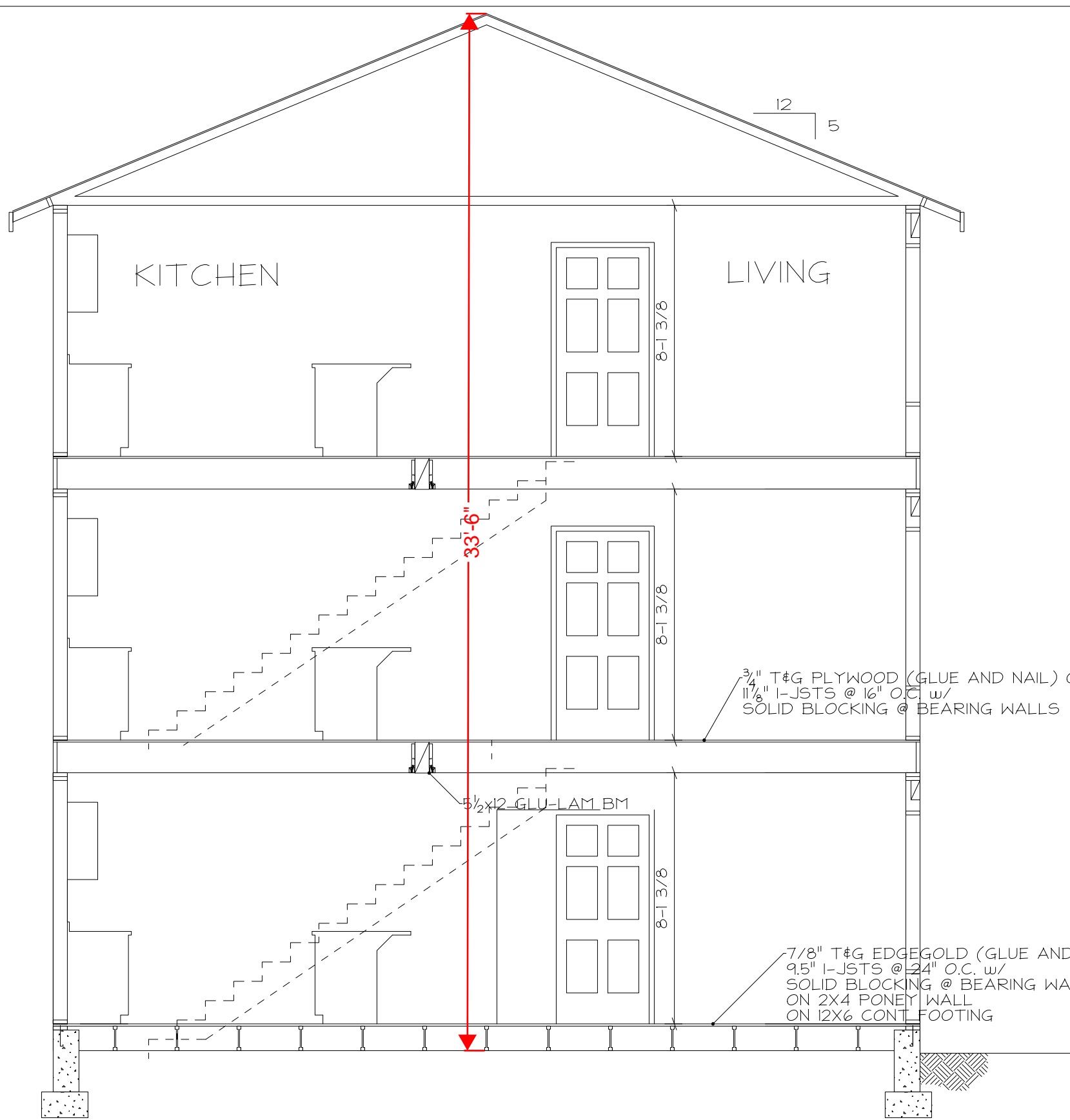
GOOD WELL CONSTRUCTION INC.

Jordan Schweiger
503-375-6205
CGB#: 25065

3RD FLOOR PLAN

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY GIL
CHECKED BY
DATE 10-27-20
SCALE 1/4" = 1'-0"
JOB NO. 5-708-3
SHEET : 4 OF : 5



RIGHT SECTION A

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

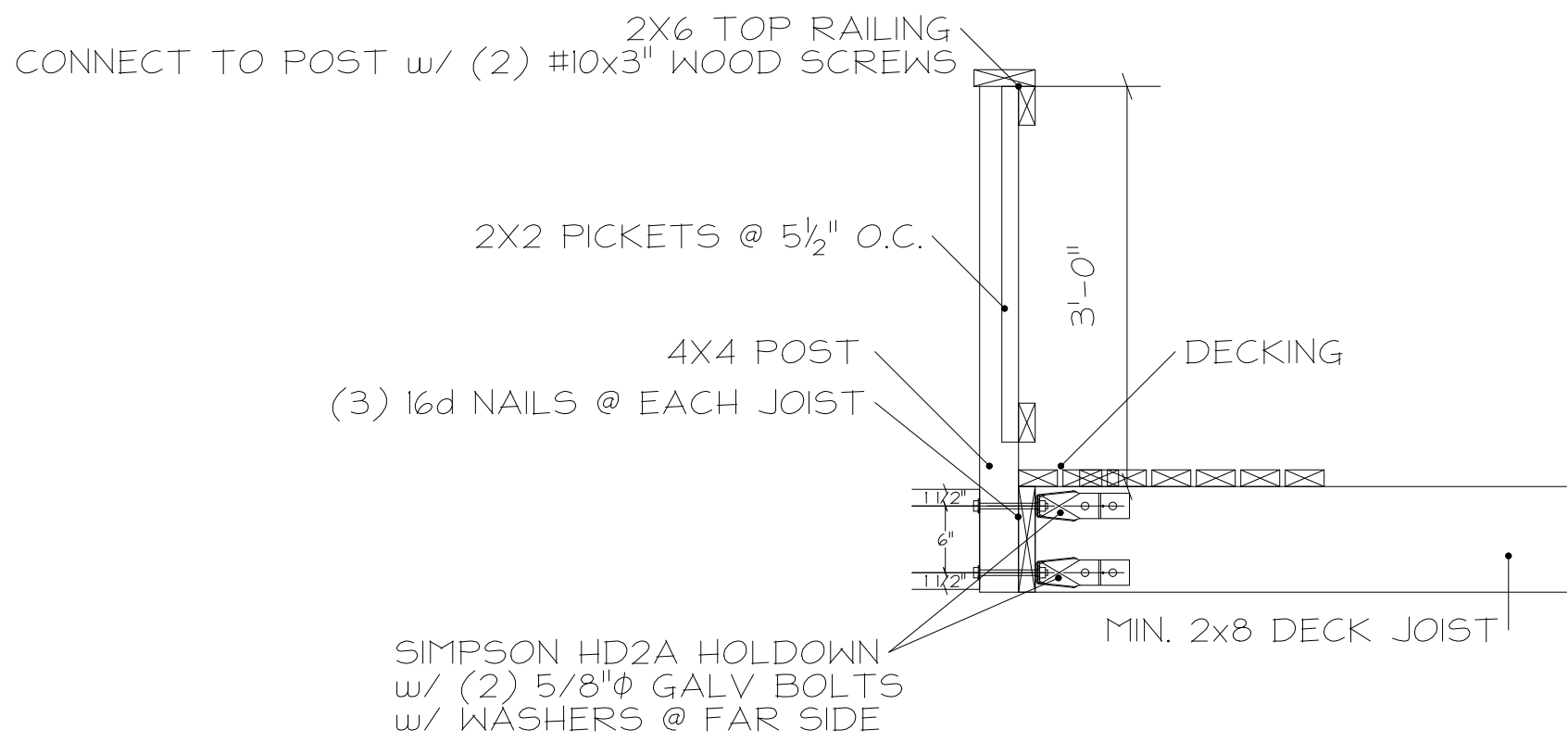
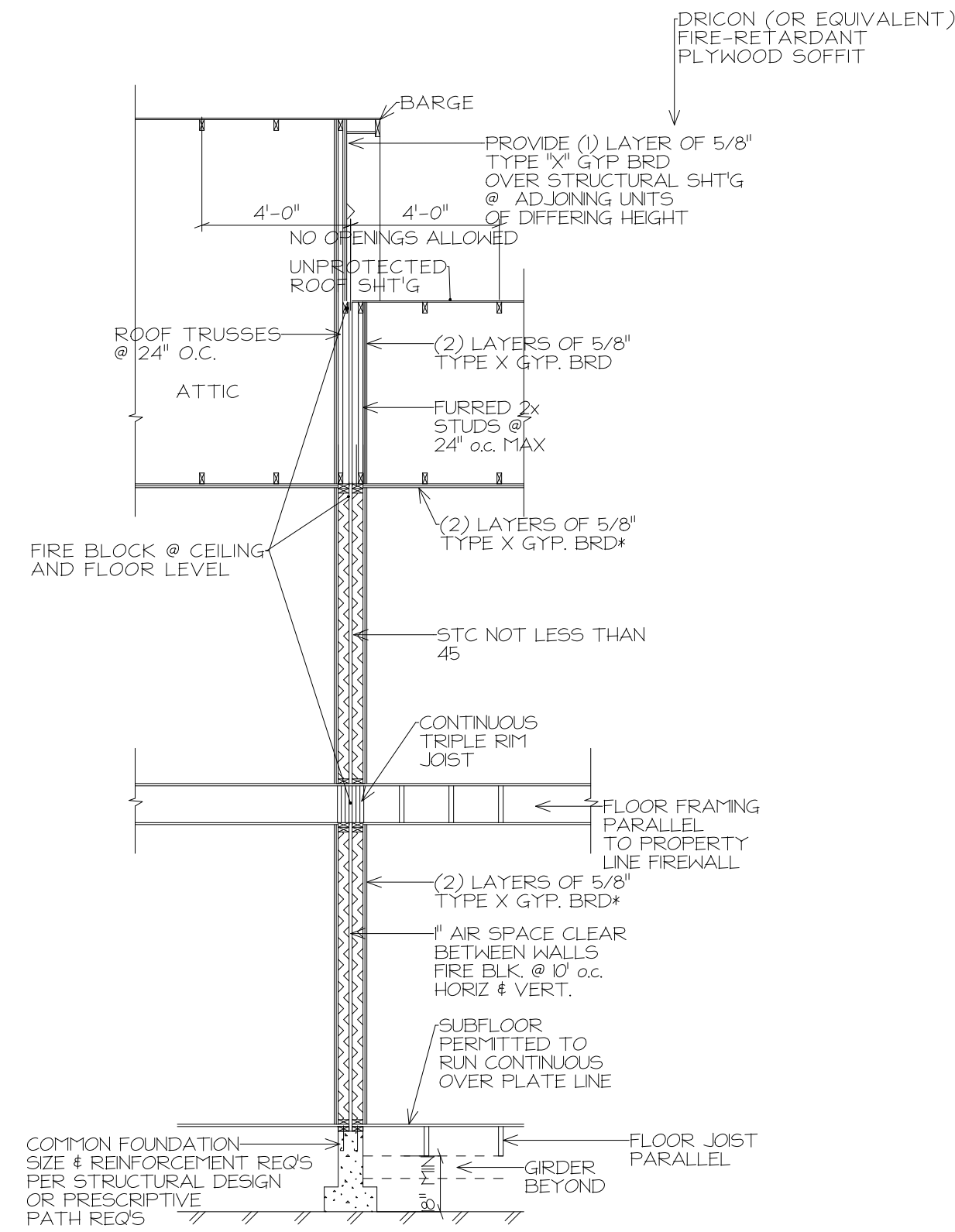


TABLE N100(1) PRESCRIPTIVE ENVELOPE REQUIREMENTS ^a		
BUILDING COMPONENT	Required Performance	Equiv. Value ^b
WALL INSULATION-ABOVE GRADE	U-0.059 ^c	R-21 intermediate ^c
WALL INSULATION-BELOW GRADE	C-0.063	R-15/R-21
FLAT CEILINGS ^f	U-0.021	R-44
VAULTED CEILINGS ^g	U-0.033	R-30 rafter ^h
UNDERFLOORS	U-0.033	R-30
SLAB EDGE PERIMETER	F-0.520	R-15
HEATED SLAB INTERIOR ⁱ	n/a	R-10
WINDOWS ^j	U-0.30	U-0.30
WINDOW AREA LIMITATION ^{jk}	n/a	n/a
SKYLIGHTS ^l	U-0.50	U-0.50
EXTERIOR DOORS ^m	U-0.20	U-0.20
EXTERIOR DOORS w/25% GLAZING ⁿ	U-0.40	U-0.40
FORCED AIR DUCT INSULATION	n/a	R-8

For 5/16 inch = 25.4 mm, 1 square foot = 0.092903 m², 1 degree = 0.075 rad.
a. Base Path 1 represents Standard Base Case from Table N100(1). U-factors shall be adjusted to match selected envelope measure (Table N100(2)).
b. Performance trade-offs are limited to those listed in column 1. Heat plant efficiency, duct insulation levels, passive and active solar heating, air infiltration and similar measures including those not regulated by code may not be considered in this measure of calculation.
c. Areas from plan take-offs. All areas must be the same for both Standard Base Case and Proposed Alternative. The vaulted ceiling surface area for Standard Base Case must be the actual surface area from plan take-off not to exceed 50% of the total heated space floor area. Any roof areas in excess of 50% for Base Case must be entered at U-0.021 (R-44) with flat ceiling area.
d. Minimum Component Requirements in so far as practicable: Walls R-12/U-0.050; Floors R-20/U-0.027; Flat Ceilings R-38/U-0.031; Vaults R-20/U-0.055; Below Grade Walls, Concrete or Masonry Walls R-5/U-0.068; Slab Edge R-10/U-0.53; Duct Insulation R-8. R values used in this table are nominal; for the insulation only and not for the entire assembly. Window and skylight U-values shall not exceed 0.65 (CL65). A single door not to exceed 28 square feet per dwelling unit is permitted to be excluded from the thermal performance calculations. All other door values shall not exceed 0.54 (nominal R-2).
e. U-factors for wood framed ceilings, wall and floor assemblies shall be as specified in Table N100(2). U-factors for other assemblies which include steel framing, brick or other masonry, stucco, etc. shall be calculated using ASHRAE Handbook of Fundamentals procedures.
f. Vaulted ceiling area exceeding 50% of the total heated floor space shall have a U factor no greater than U-0.026 (equivalent to R-38 rafter or scissor truss with R-38 advanced framing).
g. Advanced frame construction. See section N100(4).
h. Heated slab interior applies to concrete slab floors (both on and below grade) that incorporate a radiant heating system within the slab. Insulation shall be installed underneath the entire slab.
i. Sliding glass doors shall comply with window performance requirements. Windows exempt from testing in accordance with Section NF102 item 3 shall window performance requirements if constructed with thermal break aluminum or wood, or vinyl, or fiberglass frames and double pane glazing with low emissivity coatings of 0.10 or less. Buildings designed to incorporate passive solar elements may include glazing with a U-factor greater than 0.35 by using Table N100(1) to demonstrate equivalence to building envelope requirements.
j. Reduced window and may not be used as a trade-off criterion for thermal performance of any component.
k. Exception Table N100(2). Envelope measure 6: calculation allows baseline case 15% of total wall area as window when design case utilizes window area of less than 15%.
l. Skylight area installed at 25 or less of total heated floor area shall be deemed to satisfy this requirement with vinyl, wood or thermally broken aluminum frames and double-pane glazing with low emissivity coatings. Skylight U-factor is tested in the 20-degree (0.35 rad) overhead plane in accordance with NFRC standards.
m. A maximum of 28 square feet of exterior door area per dwelling unit shall have a U-factor of 0.54 or less. Default U-factor for a single door is 0.54.
n. Glazing that is either double pane with low-e coating on one surface or triple paned shall be deemed to comply with this U-0.30 requirement, the CODE UA.



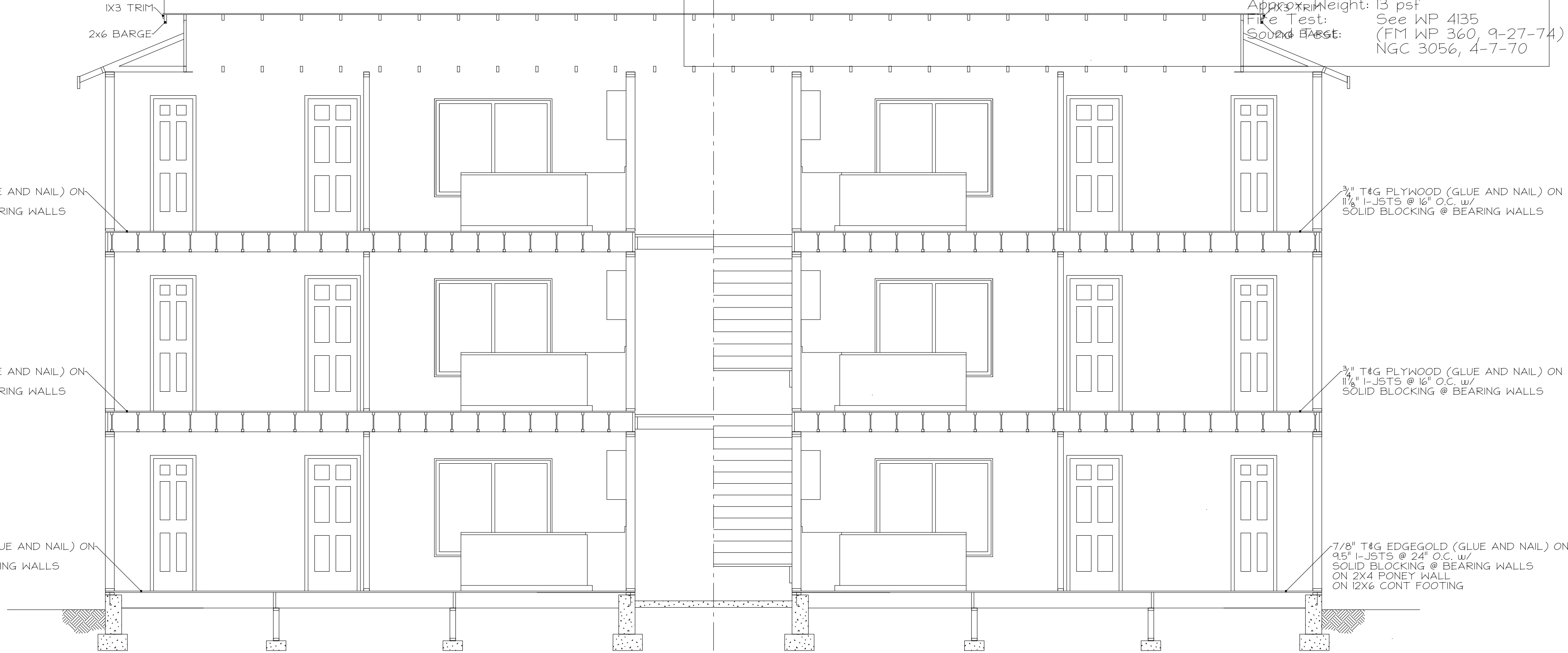
FIREWALL CONSTRUCTION

Figure A1003.7.3.(d)
MODIFIED 2-HR. FIREWALL PARALLEL TO PROPERTY LINE

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

7/8" T&G EDGEGLD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 24" O.C. w/ SOLID BLOCKING @ BEARING WALLS ON 2X4 PONEY WALL ON 12X6 CONT FOOTING



FRONT SECTION B

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

TABLE N100(2)
ADDITIONAL MEASURES

Envelope Enhancement Measure (Select One)	1	High Efficiency Walls: Exterior Walls---U-0.045/R-21 cavity insulation + R-5 continuous.
	2	Upgraded Features: Exterior Walls---U-0.057/R-23 intermediate or R-21 advanced Framed Floors---U-0.026/R-38, and Windows---U-0.28 (average UA)
	3	Upgraded Features: Exterior Walls---U-0.055/R-23 intermediate or R-21 advanced Flat ceiling---U-0.077/R-60, and Framed Floors---U-0.026/R-38
	4	Super Insulated Windows and Attic OR Framed Floors: Windows---U-0.22 (triple-pane low-e), and Flat ceiling---U-0.077/R-60, and Framed Floors---U-0.026/R-38
	5	Air sealing home and ducts: Mandatory air sealing of all wall coverings at top plate and air sealing checklist, and Mechanical whole building ventilation system with rates meeting 1503 or ASHRAE 62.2, and All ducts and air handlers contained within building envelope or All ducts sealed with mastic
	6	High efficiency thermal envelope UA Proposed UA is 8% lower than the code UA.
Conservation Measure (Select One)	A	High Efficiency HVAC system Gas-fired furnace or boiler AFUE of 94%, or Air-source heat pump HSPF 13.0/15.0 SEER cooling, or Ground source heat pump COP of 3.5 or Energy Star rated
	B	Ducted HVAC systems within conditioned space: All ducts and air handler are contained within building envelope Cannot be combined with Measure 5
	C	Ductless heat pump Ductless heat pump HSPF 10.0 in primary zone of dwelling
	D	High efficiency water heater: Natural gas/propane water heater with UEF 0.85, or Electric heat pump water heater Tier 1 Northern Climate Specification Product

For 5/16 inch = 25.4 mm, 1 square foot = 0.092903 m², 1 degree = 0.075 rad.
a. Appliances located within the building envelope shall have sealed combustion air installed. Combustion air shall be ducted directly from the outdoors.
b. All duct joints and seams sealed with listed mastic. Tape is only allowed at appliance or equipment connection.
c. Criteria of Performance Tested Comfort Systems program administered by the Bonneville Power Administration.
d. Residential water heaters less than 55 gallon storage volume.
e. A total of 5% of an HVAC system's ductwork shall be permitted to be located outside of the conditioned space. Ducts located outside the conditioned space shall have insulation installed as required in this code.
f. The maximum vaulted ceiling surface area shall not be greater than 50% of the total heated space floor area unless vaulted area has a U-factor no greater than U-0.026.
g. Continuous air barrier. Additional requirement for sealing of all interior vertical wall covering to top plate framing. Sealing with foam gasket, caulk, or other approved sealant listed for sealing wall covering material to structural material (example: gypsum board to wood stud framing).
h. Table N100(1) Standard base case design. Code UA shall be at least 8% less than the proposed UA. Buildings with fenestration less than 15% of the total vertical wall area may adjust the Code UA to have 15% of the wall area as fenestration.

GA FILE NO. WP 3820	GENERIC	2 HOUR FIRE	55 to 59 STC SOUND
GYPSUM WALLBOARD, WOOD STUDS			
Base layer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to each side of double row of 2 x 4 wood studs 16" o.c. on separate plates 1" apart with 6d coated nails, 1 7/8" long, 0.085" shank, 1/4" heads, 24" o.c. Face layer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to each side with 8d coated nails, 2 3/8" long, 0.087" shank, 1/4" heads, 8" o.c.			
Joints staggered 16" each layer and side. Sound tested with 3 1/2" glass fiber insulation stapled to studs in stud spaces on one side and with nails for base layer spaced 6" o.c. Horizontal bracing required at mid-height. (LOAD-BEARING)			
		Thickness: 10 3/4" Approx. Weight: 13 psf Fire Test: See WP 4135 Sound Test: (FM WP 360, 9-27-74) NGC 3056, 4-7-70	

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

7/8" T&G EDGEGLD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 24" O.C. w/ SOLID BLOCKING @ BEARING WALLS ON 2X4 PONEY WALL ON 12X6 CONT FOOTING

REVISION	BY

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GOOD WELL CONSTRUCTION INC.

Jordan Schweiger
503-375-6205
CDD#: 21065

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

SECTIONS	
DRAWN BY GLI	
CHECKED BY	
DATE 10-27-20	
SCALE 1/4" = 1'-0"	
JOB NO. 5-708-3	
SHEET : 5 OF : 5	

Exhibit B: City of Salem Application Forms



Land Use Application

Planning/Permit Application Center

City Hall / 555 Liberty St. SE / Room 320 / Salem, OR 97301-3513

503-588-6173 * planning@cityofsalem.net

If you need the following translated in Spanish, please call 503-588-6256.

Si usted necesita lo siguiente traducido en español, por favor llame 503-588-6256.

Application type

Please describe the type of land use action requested:

CLASS 3 SITE PLAN REVIEW, CLASS 1 DESIGN REVIEW, CLASS 2 ADJUSTMENTS, AND CLASS 2 DRIVEWAY APPROACH PERMIT

(For office use only)

Permit #: 21-101664-RP

21-101667-DR

21-101669-ZO

21-101693-ZO

Work site location and information

Street address or location of subject property	1610 LANCASTER DRIVE SE, SALEM OR 97317
Total size of subject property	±0.40 acres
Assessor tax lot numbers	08 2W 06AB Tax Lot 9200
Existing use structures and/or other improvements on site	Single family home to remain.
Zoning	RM-II
Comprehensive Plan Designation	Multi-Family Residential
Project description	6-PLEX APARTMENT BUILDING WITH PARKING, OPEN SPACE, AND SIDEWALK IMPROVEMENTS

People information

	Name	Full Mailing Address	Phone Number and Email address
Applicant	JORDAN SCHWEIGER, GOOD WELL CONSTRUCTION, INC.	GOOD WELL CONSTRUCTION, INC. 2825 FOXHAVEN DRIVE SE SALEM, OR 97306	jordan.schweiger@gmail.com 503-375-6205
Agent	ZACH PELZ, AICP AKS ENGINEERING & FORESTRY, LLC	AKS ENGINEERING & FORESTRY, LLC 3700 RIVER ROAD N, SUITE 1 KEIZER, OR 97303	503-400-6028 pelzz@aks-eng.com

Project information

Project Valuation for Site Plan Review	\$675,000
Neighborhood Association	Southeast Mill Creek Neighborhood Association
Have you contacted the Neighborhood Association?	<input checked="" type="radio"/> Yes <input type="radio"/> No
Date Neighborhood Association contacted	12/10/20
Describe contact with the affected Neighborhood Association (The City of Salem recognizes, values, and supports the involvement of residents in land use decisions affecting neighborhoods across the city and strongly encourages anyone requesting approval for any land use proposal to contact the affected neighborhood association(s) as early in the process as possible.)	Emailed a Conceptual Site Plan to the SEMCA Chair and Land Use Chair
Have you contacted Salem-Keizer Transit?	<input type="radio"/> Yes <input checked="" type="radio"/> No
Date Salem-Keizer Transit contacted	
Describe contact with Salem-Keizer Transit	

Authorization by property owner(s)/applicant

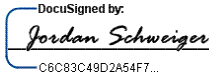
***If the applicant and/or property owner is a Limited Liability Company (LLC), please also provide a list of all members of the LLC with your application.**

Copyright release for government entities: I hereby grant permission to the City of Salem to copy, in whole or part, drawings and all other materials submitted by me, my agents, or representatives. This grant of permission extends to all copies needed for administration of the City's regulatory, administrative, and legal functions, including sharing of information with other governmental entities.

Authorizations: Property owners and contract purchasers are required to authorize the filing of this application and must sign below.


- § All signatures represent that they have full legal capacity to and hereby do authorize the filing of this application and certify that the information and exhibits herewith submitted are true and correct.
- § I (we) hereby grant consent to the City of Salem and its officers, agents, employees, and/or independent contractors to enter the property identified above to conduct any and all inspections that are considered appropriate by the City to process this application.
- § I (we) hereby give notice of the following concealed or unconcealed dangerous conditions on the property:

Electronic signature certification: By attaching an electronic signature (whether typed, graphical or free form) I certify herein that I have read, understood and confirm all the statements listed above and throughout the application form.

Authorized Signature:  _____
C6C83C49D2A54F7...

Print Name: Jordan Schweiger - Good Well Construction, Inc. (Applicant) **Date:** 12/17/2020 | 21:33 PST

Address (include ZIP): 2825 Foxhaven Drive SE, Salem, OR 97306

Authorized Signature:  _____
8559EF8CD08E444...

Print Name: Jeff Starkey - 1610 Lancaster Dr SE LLC (Owner) **Date:** 12/18/2020 | 09:23 EST

Address (include ZIP): 2350 Timothy Drive NW, Salem, OR 97303

(For office use only)		
Received by	Date:	Receipt Number:
KS	1-12-2021	21-101664-RP 21-101667-DR 21-101669-ZO 21-101693-ZO

Not using Internet Explorer?

Save the file to your computer and email to planning@cityofsalem.net.

1610 Lancaster Drive SE

Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit

Date: March 2021

Submitted to: City of Salem
555 Liberty Street SE, #305
Salem, OR 97301

Applicant: Good Well Construction, Inc.
2825 Foxhaven Drive SE
Salem, OR 97306

AKS Job Number: 8106



3700 River Road N, Suite 1
Keizer, OR 97303
503.400.6028

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Exhibits

- Exhibit A:** Preliminary Plans
 - Exhibit B:** City of Salem Application Forms
 - Exhibit C:** Pre-Application Report
 - Exhibit D:** Neighborhood Contact Information
 - Exhibit E:** Property Ownership
-

Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit

Submitted to:	City of Salem 555 Liberty Street SE, #305 Salem, OR 97301
Applicant:	Good Well Construction, Inc. 2825 Foxhaven Drive SE Salem, OR 97306
Property Owner:	1610 Lancaster Drive SE, LLC 2350 Timothy Drive NW Salem, OR 97304
Applicant's Consultant:	AKS Engineering & Forestry, LLC 3700 River Road N, Suite 1 Keizer, OR 97303 Contact(s): Zach Pelz, AICP Email: pelzz@aks-eng.com Phone: 503.400.6028
Site Location:	1610 Lancaster Drive SE, Salem, OR 97317
Marion County Assessor's Map:	08 2W 06AB, Tax Lot 9200
Site Size:	±0.40 acres
Land Use Districts:	Multiple Family Residential 2 (RM-II)



I. Executive Summary

AKS Engineering & Forestry, LLC is pleased to submit this application to the City of Salem for a Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit, on behalf of our client, Good Well Construction, Inc. (Applicant). The project involves six new multiple family homes with parking, open space, and landscaping on an approximately 0.40-acre property located at 1601 Lancaster Drive SE in Salem's Multiple Family Residential (RM-II) zoning district.

The essential components of this application include:

- Class 3 Site Plan Review for six new multiple family homes
- Class 1 Design Review showing compliance with City standards for multiple family development
- Class 2 Adjustment to modify the setback from the abutting residentially zoned property to the north
- Class 2 Adjustment to modify the setback from the abutting residentially zoned property to the south for the vehicle use area
- A Class 2 Adjustment to modify the vehicle clearance area at the driveway on 40th Place SE
- Class 2 Driveway Approach Permit for a new driveway to serve a multiple family use onto a local street

This project is a “housing” application under Oregon Revised Statute (ORS) 197.303(1)(a) as it provides multiple family housing within an urban growth boundary. ORS 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the development of housing, and such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay.

Oregon Courts and the Land Use Board of Appeals (LUBA), have generally held that an approval standard is not clear and objective if it imposes on an applicant “subjective, value-laden analyses that are designed to balance or mitigate impacts of the development.” *Rogue Valley Association of Realtors v. City of Ashland*, 35 Or LUBA 139, 158 (1998) *aff'd*, 158 Or App 1 (1999). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the housing statutes apply to this application. The exceptions in ORS 197.307(4)(a) and 197.307(5) do not apply to this application. ORS 197.307(7)(a) is controlled by ORS 197.307(4). The City has not taken an exception under 197.303(3).

This Application is also a “limited land use application” as that term is defined in ORS 197.015 (12). ORS 197.195 (1) describes how certain standards can be applied to a limited land use application.

The City of Salem Revised Code (SRC) requires the consolidated Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit be considered through a Type II procedure. This written statement includes findings that demonstrate that the application complies with all applicable approval standards. These findings are supported by substantial evidence, including preliminary plans and other written documentation. This information provides the necessary basis for the City of Salem to approve the application.

II. Site Description/Setting

The project site consists of Tax Lot 9200 (Marion County Assessor's Map 08 2W 06AB) and is ±0.40 acres in size. The site is a double frontage lot with frontage on Lancaster Drive SE and 40th Place SE. The property is improved with an existing single-family home with a driveway onto Lancaster Drive SE that is partially shared with the neighbor to the south. The home is planned to remain on the property as part of this project and is accounted for in all pertinent density and related site development responses as one of the multiple family homes on the site. The properties abutting the site to the north and south are also in the RM-II zoning district and are developed with multiple family homes.

III. Applicable Review Criteria

SALEM REVISED CODE

Chapter 220 – Site Plan Review

220.005. Site plan review.

(b) Classes. The three classes of site plan review are:

- (1) Class 1 site plan review. Class 1 site plan review is site plan review for any development that requires a building permit, that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015, and that involves a change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required.
- (2) Class 2 site plan review. Class 2 site plan review is required for any development that requires a building permit, other than development subject to Class 1 site plan review, and that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.
- (3) Class 3 site plan review. Class 3 site plan review is required for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:
 - (A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;
 - (B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;
 - (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
 - (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
 - (E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard; or
 - (F) Requires a variance, adjustment, or conditional use permit.

Response: This application for a Class 3 Site Plan Review involves development includes three adjustments. A Class 3 Site Plan Review is necessary.

(c) Procedure type.

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

Response: This application for a Class 3 Site Plan Review is being processed per the City's Type II procedure.

(d) Submittal requirements for Class 1 site plan review. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 1 site plan review shall include a completed application form that shall contain the following information:

- (1) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;

Response: The names and addresses of the Applicant, owner, and authorized representatives are listed on Page 1 of this narrative and on the application forms in Exhibit B. This requirement is met.

- (2) The address or location of the subject property and its assessor's map and tax lot number;

Response: The address and location of the subject property, the Assessor's Map, and the tax lot number are listed on Page 1 and on the application forms in Exhibit B. The subject property is further described in the Site Description above. This requirement is met.

- (3) The size of the subject property;

Response: The size of the subject property is listed on Page 1. This requirement is met.

- (4) The comprehensive plan designation and zoning of the subject property;

Response: The property is designated for multiple family use in the Salem Area Comprehensive Plan and is located in the City of Salem's RM-II zoning district. This requirement is met.

- (5) The type of application(s);

Response: The type of application is indicated on the cover of this narrative. This requirement is met.

- (6) A brief description of the proposal; and

Response: A brief description of the project is provided in the Executive Summary above. This requirement is met.

- (7) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

Response: All required signatures are provided on the Land Use Application form in Exhibit B. This requirement is met.

(e) Submittal requirements for Class 2 and Class 3 site plan review.

-
- (1) Class 2 site plan review. In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:
- (A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:
- (i) The total site area, dimensions, and orientation relative to north;
 - (ii) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveways, indicating distance from the structures and improvements to all property lines and adjacent on-site structures;
 - (iii) Loading areas, if included in the proposed development;
 - (iv) The size and location of solid waste and recyclables storage and collection areas, and amount of overhead clearance above such enclosures, if included in the proposed development;
 - (v) An indication of future phases of development on the site, if applicable;
 - (vi) All proposed landscape areas on the site, with an indication of square footage and their percentage of the total site area;
 - (vii) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
 - (viii) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808;
 - (ix) The location of all street trees, if applicable, or proposed location of street trees required to be planted at time of development pursuant to SRC chapter 86; and
 - (x) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

Response: Preliminary Plans that include the required information listed above are provided in Exhibit A. These requirements are met.

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

Response: An Existing Conditions Plan containing the information required under this section is included in Exhibit A of this application. This requirement is met.

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

Response: A Preliminary Grading and Drainage Plan is included in Exhibit A. This requirement is met.

- (D) A completed trip generation estimate for the proposed development, on forms provided by the City.

Response: The completed Trip Generation Estimate (TGE) form is included in Exhibit B. This requirement is met.

(***)

- (2) Class 3 site plan review. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:

- (A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;

Response: The submittal requirements for a Class 2 Site Plan Review have been provided as indicated above. This requirement is met.

- (B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;

Response: This information is provided on Page 1 and 2. This requirement is met.

- (C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;

Response: These elements are included on the Preliminary Site Plan in Exhibit A as applicable. This requirement is met.

- (D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;

Response: Elevations and contour intervals are shown on the Existing Conditions Plan included in Exhibit A. The site does not contain slopes in excess of 15 percent. This requirement is met.

- (E) The location of drainage patterns and drainage courses, if applicable;

Response: As shown on the Existing Conditions Plan in Exhibit A, the site is relatively flat. This requirement does not apply.

- (F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;

Response: The Preliminary Utility Plan with the required information is provided in Exhibit A. This requirement is met.

- (G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot

coverage proposed, including areas to be paved for parking and sidewalks;

Response: A site summary table containing the required information (as applicable) is shown on the Preliminary Site Plan in Exhibit A. This requirement is met.

(H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and

Response: As discussed previously, the site flat, and a landslide risk assessment is not necessary. This requirement does not apply.

(I) A Transportation Impact Analysis, if required by SRC chapter 803.

Response: A TGE form is included in Exhibit B. The six new multiple family homes included in this application will generate fewer than 200 trips per day onto 40th Place SE (a local street). Therefore, the new daily trip generated by the project will be below the threshold that would trigger a Transportation Impact Analysis (TIA). A TIA is therefore not required.

(f) Criteria.

(3) Class 3 site plan review. An application for Class 3 site plan review shall be granted if:

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

Response: The applicable standards of the Unified Development Code (UDC) are addressed in this narrative. This criterion is met.

(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;

Response: 40th Place SE is a local street improved with ±30 feet of pavement width within a 60-foot-wide right-of-way. A sidewalk and landscape strip are planned along the development side of 40th Place SE to bring the half of the street fronting the project up to City standards for local streets. The project will not generate enough new trips on to 40th Place SE to warrant a TIA. Therefore, negative impacts to the transportation system are not anticipated as a result of the planned project. Safe, orderly, and efficient circulation of traffic into and out of the development will be provided with a driveway designed to meet the applicable City standards. This criterion is met.

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

Response: Parking and driveways have been planned to meet applicable City standards for safe and efficient movement of vehicles, bicycles, and pedestrians, as shown on the Preliminary Site Plan in Exhibit A. This criterion is met.

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

Response: The development is planned to be served by City water and sewer, as shown on the Preliminary Utility Plan in Exhibit A. The project involves less than 10,000 square feet of new or replaced impervious area. Therefore, the project does not trigger City requirements for water quality or flow control. This criterion is met.

Chapter 225 – Design Review

225.005. Design review.

- (a) **Applicability.** Design review approval is required for development applications that are subject to design review standards and guidelines.

Response: The Applicant intends that this application be reviewed under the standards for multiple family design review. Design Review is applicable and included in this application.

(b) **Classes.**

- (1) Class 1 design review is design review that requires the application of design review standards only.
- (2) Class 2 design review is design review that requires the application of design review guidelines, for projects that are limited to building alterations that will be contained within the footprint of the existing building and utilize the same building materials and same window and facade designs.
- (3) Class 3 design review is design review that requires the application of design review guidelines.
- (4) If any portion of the proposed development does not meet all of the applicable design review standards, the entire development shall be subject to Class 3 design review.

Response: This project meets the design standards for multiple family development, as documented throughout this narrative and supporting materials. A Class 1 Design Review is required and included in this application.

(c) **Procedure type.**

- (1) Class 1 design review is processed as a Type I procedure under SRC chapter 300.
- (2) Class 2 design review is processed as a Type II procedure under SRC chapter 300.
- (3) Class 3 design review is processed as a Type III procedure under SRC chapter 300.

Response: This application for a Class 1 Design Review is being processed as part of a consolidated application that includes a Class 3 Site Plan Review. Therefore, a Type II procedure is necessary and included in this application.

(d) **Submittal requirements.**

(***)

- (2) Submittal requirements for Class 1, Class 2, and Class 3 design review. In addition to the submittal requirements set forth under SRC chapter 300, an application for Class 1, Class 2, or Class 3 design review shall include the following:
 - (A) A proposed site plan showing:

-
- (i) The complete dimensions and setbacks of the lot, and all existing and proposed buildings and structures, including the location, size, height, proposed use, design, and gross floor area of each building.
 - (ii) All existing and proposed walls and fences, including the location, height, type of design, and composition.
 - (iii) The location and design of the existing and proposed on-site pedestrian and vehicle circulation system.
 - (iv) Locations and dimensions of all existing and proposed outdoor storage areas, including, but not limited to, trash collection and recycling areas.
- (B) Architectural drawings, renderings, or sketches showing all elevations of proposed buildings as they will appear on completion.
 - (C) A landscape plan showing the location of natural features, trees, and plant materials proposed to be removed, retained, or planted; the amount, height, type, and location of landscaped areas, planting beds, and plant materials and provisions for irrigation.
 - (D) A topographic survey and grading plan showing two-foot contour intervals on hillside lots and five-foot contour intervals on all other lots.
 - (E) An open space plan showing locations of common and private open space, including active and passive recreational areas. The open space plan shall show the total area of individual classifications of proposed open space and shall be drawn to scale.
 - (F) A statement as to whether the application is intended to meet the standards or the guidelines.

Response: Preliminary Plans showing the information required above are included in Exhibit A of this application. The application is intended to meet the standards for multiple family design review. These requirements are met.

(e) Criteria.

- (1) A Class 1 shall be approved if all of the applicable design review standards are met
- (2) A Class 2 or Class 3 design review shall be approved if all of the applicable design review guidelines are met.

Response: Findings addressing all the applicable design review standards are included in this narrative. The approval criterion for a Class 1 Design Review is met.

Chapter 250 – Adjustments

250.005. Adjustments.

(a) Applicability.

(1) Classes.

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

to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

Response: Three Class 2 adjustments are included in this application. One adjustment will reduce the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet. The other adjustment will reduce the setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. The third will position the vision clearance area to place the required 50-foot leg along the intersecting street described under SRC 805.005(b)(1)(B) along the intersecting street (40th Place SE). The included adjustments require modifying the applicable standards by more than 20%. Therefore, three Class 2 adjustments are necessary and included in this application.

- (2) **Prohibition.** Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:
 - (A) Allow a use or activity not allowed under the UDC;
 - (B) Change the status of a use or activity under the UDC;
 - (C) Modify a definition or use classification;
 - (D) Modify a use standard;
 - (E) Modify the applicability of any requirement under the UDC;
 - (F) Modify a development standard specifically identified as non-adjustable;
 - (G) Modify a development standard that contains the word "prohibited";
 - (H) Modify a procedural requirement under the UDC;
 - (I) Modify a condition of approval placed on property through a previous planning action;
 - (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
 - (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

Response: The project does not include an adjustment to any of the standards, guidelines, or requirements listed in (A) through (K) above. The project meets the applicable design review standards for multiple family development. This standard is met.

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

Response: Three Class 2 adjustments are included in this consolidated application and are being processed as a Type II procedure.

- (c) **Submittal requirements.** In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for a Class 1 or Class 2 adjustment shall include the following:
 - (1) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing all information necessary to establish satisfaction with the approval criteria. By

way of example, but not of limitation, such information may include the following:

- (A) The total site area, dimensions, and orientation relative to north;
- (B) The location of all proposed primary and accessory structures and other improvements, including fences, walls, and driveway locations, indicating distance to such structures from all property lines and adjacent on-site structures;
- (C) All proposed landscape areas on the site, with an indication of square footage and as a percentage of site area;
- (D) The location, height, and material of fences, berms, walls, and other proposed screening as they relate to landscaping and screening required by SRC chapter 807;
- (E) The location of all trees and vegetation required to be protected pursuant to SRC chapter 808; and
- (F) Identification of vehicle, pedestrian, and bicycle parking and circulation areas, including handicapped parking stalls, disembarking areas, accessible routes of travel, and proposed ramps.

Response: Preliminary Plans with the applicable information required in (A) through (F) above are included in Exhibit A. This requirement is met.

- (2) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

- (A) The total site area, dimensions, and orientation relative to north;
- (B) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines;
- (C) The location of the 100-year floodplain, if applicable; and
- (D) The location of drainage patterns and drainage courses, if applicable.

Response: The Existing Conditions Plan is provided in Exhibit A. This requirement is met.

(***)

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

- (A) The purpose underlying the specific development standard proposed for adjustment is:
 - (i) Clearly inapplicable to the proposed development; or
 - (ii) Equally or better met by the proposed development.

Response: Three Class 2 adjustments are included in this application. One adjustment will reduce the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet. The other adjustment will reduce the setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. The third will adjust the location of the vision clearance triangle on 40th Place SE.

The UDC does not state a specific purpose for the interior side setbacks. However, the Applicant understands that the purpose of the setbacks from the abutting residential

property is to maintain light, air, promote a reasonable physical relationship between residences, and provide privacy for neighboring properties.

For the requested adjustment along the northern property line, the adjusted setback equally meets this underlying purpose. The nearest improvement on the property to the north is a private parking area serving a multiple family building. The residences on the neighboring property are located on the western portion of the property. Therefore, the reduced setback will maintain a reasonable physical relationship between residences and provide privacy for both abutting properties. The parking area on the neighboring lot is screened from the Applicant's property with a 6-foot-high sight obscuring fence and the adjusted 6-foot setback exceeds the standard perimeter setbacks abutting interior lot lines for off-street parking areas and vehicle use areas under SRC 806.035.(c)(3). Furthermore, Table 514-4 identifies a number of building setback requirements in the RM-II zoning district, such as one-, two-, three-, and four-family and accessory structures that require only a 5-foot interior side setback. Therefore, the requested 6-foot setback is reasonable when compared with other building setbacks allowed in the district and will maintain the livability and character of the district. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3 gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The additional plantings will provide additional screening and buffering to maintain privacy for residents of both properties.

For the requested adjustment to the vehicle use area setback along the southern property line, the adjustment equally meets the intent of the standard. The nearest improvement on the property to the south is also a vehicle use area. Because of the similarity of the two neighboring uses, the adjusted setback will not negatively impact the abutting use and will maintain a reasonable physical relationship between residences on both neighboring properties. The adjusted setback from the interior property line will result in a finished setback that will vary from ± 12 to ± 15 feet from the adjacent vehicle use area on the neighboring lot. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property.

The purpose of the vision clearance triangle is to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways.

The adjustment is included in this application to place the required 50-foot leg along the intersecting street described under SRC 805.005(b)(1)(B) along the intersecting street (40th Place SE) instead of at the front property line as illustrated in Figure 805-5. Placing the vision clearance triangle at the edge of the travel lane equally meets the purpose of the standard because it ensures that the vehicles using the travel lanes on 40th Place SE are visible to the vehicle operators using the driveway. Other jurisdictions typically place vision triangles at the travel lanes in this fashion in order to meet the underlying purpose of this standard.

This criterion is met.

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

Response: As discussed in the previous response, the adjusted interior setbacks are both planned to include screening and landscaping that exceed the standards in the RM-II zone so the development will not detract from the livability or appearance of the residential area. The adjusted vision clearance area will allow for safe egress from the site. This criterion is met.

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

Response: The stated purpose of the RM-II Zone is to implement the multiple family residential designation of the Salem Area Comprehensive Plan. The adjusted setbacks will allow the reasonable development of the property with multiple family residential use at a density that is permitted in the district resulting in a project that is consistent with the overall purpose of the zone. This criterion is met.

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

Response: The Applicant acknowledges that the adjustments run with the land.

Chapter 514 – RM-II Multiple Family Residential

514.005. Uses.

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

Table 514-1: Uses		
Use	Status	Limitations & Qualifications
Household Living		
Multiple Family	P	

Response: This project involves a multiple family use as permitted in the RM-II Zone. This standard is met.

514.010. Development standards.

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

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

Response: This application does not include a land division. This standard does not apply.

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

Table 514-2: Lot Standards		
Requirement	Standard	Limitations & Qualifications
Lot Area		
Single Family	Min. 1,500 sq ft.	Applicable to townhouses
	Min 6,000 sq ft	Applicable to all other Single Family, except new single family detached dwellings on non-conforming lots of record less than 6,000 square feet in area.
Lot Width		
Single Family	Min 20 ft.	Applicable to townhouses
	Min 40 ft.	Applicable to all other Single Family
All Other Uses	Min 40 ft.	
Lot Depth		
Single Family	Min 70 ft.	
	Min 120 ft.	Applicable to double frontage lots
	Max 300% of average lot width	
All Other Uses	Min 80 ft.	
	Min 120 ft.	Applicable to double frontage lots
	Max 300% of average lot width	
Street Frontage		
Single Family	Min 20 ft.	Applicable to townhouses
	Min 40 ft.	Applicable to Single Family
	Min 30 ft.	Applicable to all other Single Family, when located on a lot fronting on the turnaround of a cul-de-sac street or the outside curve of a curved street having a radius of 200 feet or less and a direction change of 60 degrees or more. In no case shall the lot width be less than 40 ft. at the front building setback line.
All Other Uses	Min. 40 ft.	

Response: This application does not include a land division or reconfiguration. The lot standards do not apply.

- (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.

Table 514-3 Dwelling Unit Density			
Use	Standard		Limitations & Qualifications
	Minimum	Maximum	
Single Family, Two Family, and Multiple Family	12 dwelling units per acre	28 dwelling units per acre	

	N/A	N/A	Applicable to new single family detached dwelling on non-conforming lot of record less than 6,000 square feet in area
	6 dwelling units per acre	28 dwelling units per acre	Applicable to manufactured dwelling parks developed pursuant to SRC Chapter 235

Response: The area of the project site is ±0.40 acres. Therefore, 5 units are required to meet the minimum density requirement (±0.40 acres X 12 units per acre = ±4.80 units) and the maximum density allowed is 11 units (±0.40 acres X 28 units per acre = ±11.20 units). The project includes seven units across one 6-plex building and one existing home. This standard is met.

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

Table 514-4: Lot Setbacks		
Requirement	Standard	Limitations & Qualifications
Abutting Street		
Buildings		
Single Family and Two Family	Min 12 ft.	Applicable along collector or arterial streets
	Min 20 ft.	
All other uses	Min 12 ft. plus one foot for each one-foot of height over 12 ft, but not to exceed 20 feet in depth	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Min. 12 ft.	
Interior Front		
Buildings		
Single Family and Two Family	Min 12 ft.	
All Other Uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone to Zone Setback (Table 514-5)	
Interior Side		
Buildings		
Single Family	Min 5 ft.	Applicable to new buildings, other than townhouses and zero side yard dwellings
	Min 3 ft.	Applicable to existing buildings, other than townhouses and zero side yard dwellings
	None	Applicable to townhouses
	Per SRC 700.090	Applicable to zero side yard dwellings
Two Family	Min 5 ft.	
All other uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		

All uses, other than Single Family and Two Family	Zone-to-Zone Setback (Table 514-5)	
Interior Rear		
Buildings		
Single Family and Two Family	Min 14 ft.	Applicable to any portion of a building not more than one-story in height
	Min 20 ft.	Applicable to any portion of a building greater than one-story in height.
All other uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone-to-Zone Setback (Table 514-5)	

Response: As shown on the Preliminary Site Plan in Exhibit A the maximum required 20-foot building setback is provided from the two abutting streets for the new 6-plex building. See below for responses to the applicable zone-to-zone setbacks. These standards are met.

Table 514-5: Zone-To-Zone Setbacks			
Abutting Zone	Type of Improvement	Setback	Landscaping & Screening
EFU	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Residential Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Mixed-Use Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Commercial Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Public zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Industrial and Employment Zone	Buildings and Accessory Structures	Min. 15 ft.	Type C
	Vehicle Use Areas		
Limitations and Qualifications: Zone-to-Zone setbacks are not required abutting an alley.			

Response: The applicable zone-to-zone setbacks are met with two Class 2 adjustments included in this application. One adjustment will reduce the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet. The adjusted northern setback area is planned to be planted with trees and shrubs that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3-gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The shrubs and shade trees are positioned adjacent to the new 6-plex

building in order to provide additional screening from neighboring properties to the north. The fencing requirement for the Type C standard is met with an existing fence along this property boundary.

An adjustment is also included in this application to reduce the zone-to-zone setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. The southern setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property. With the included adjustments, the applicable zone-to-zone setbacks are met.

Table 514-6 Lot Coverage; Height		
Requirement	Standard	Limitations & Qualifications
Lot Coverage		
Buildings and Accessory Structures		
All Uses	Max 50%	
Rear Yard Coverage		
Buildings		
All Uses	N/A	
Height		
Buildings		
Single Family and Two Family	Max 35 ft.	
Multiple Family, Residential Care, Nursing Care, and Short-term Commercial Lodging	Max 50 ft.	

Response: As shown on the Preliminary Site Plan in Exhibit A, the buildings and structures are planned to cover less than 50 percent of the lot. As shown in the building elevations in Exhibit A, the buildings are planned to be less than 50 feet in height. The standards in Table 514-6 met.

- (f) Maximum square footage for all accessory structures. In addition to the maximum coverage requirements established in Table 514-6, accessory structures to single family and two family uses shall be limited to the maximum aggregate total square footage set forth in Table 514-7.

Table 514-7 Maximum Coverage For All Accessory Structures	
Main Building Gross Area	Maximum Total Square Footage for All Accessory Structures
1,200 square feet or less	600 sq. ft.
Greater than 1,200 square feet	1,000 sq. ft. or 50% of main building gross area, whichever is less.

Response: Accessory structures are not planned for this project. This standard is met.

(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.

Response: Landscaping conforming to the applicable standards is shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

(2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.

Response: Parking areas greater than 6,700 square feet are not planned. Landscaping conforming to the applicable standards in SRC 806 and 807 is shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

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

Response: This project does not involve outdoor storage. This standard is met.

514.015. Design review.

Design review under SRC chapter 225 is required for development within the RM-II as follows:

(a) 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.

(b) Residential care with three or more self-contained dwelling units 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.

Response: A Class 1 Design Review for the planned 6-plex building is included in this application and findings addressing the multiple family design review standards are provided in the narrative that follows.

Chapter 702 – Multiple Family Design Review Standards

702.005. Multiple family design review.

(a) Except as provided under subsection (b) of this section, and unless otherwise provided in the UDC, design review under SRC chapter 225 is required for all multiple family development.

(b) Exceptions. Multiple family design review is not required for:

(A) Multiple family development within a mixed-use building.

(B) Multiple family development within:

(i) The Central Business District (CB) Zone.

(ii) The South Waterfront Mixed-Use (SWMU) Zone.

(iii) The Neighborhood Center Mixed-Use (NCMU) Zone.

(iv) The Broadway/High Street Retail Overlay Zone

(v) The Broadway/High Street Housing Overlay Zone.

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- (vi) The General Retail/Office Overlay Zone.
 - (vii) The Front Street Overlay Zone.
 - (viii) The Riverfront High Density Residential Overlay Zone.
 - (ix) The Riverfront Overlay Zone.
 - (x) The Salem Downtown Historic District.
 - (xi) The Public and Private Health Services (PH) Zone.
 - (xii) The Mixed Use-I (MU-1) Zone
 - (xiii) The Mixed Use-II (MU-II) Zone
 - (xiv) The West Salem Central Business District Zone

Response: None of the exceptions listed in (i) through (xiv) above apply. Multiple family design review is required and included in this application.

702.010. Multiple family design review design review standards.

Multiple family development shall comply with all of the applicable design review standards as follows:

- (a) Multiple family development with five to 12 dwelling units shall comply with the design review standards set forth in SRC [702.015](#) or the design review standards set forth in SRC [702.020](#).
- (b) Multiple family development with 13 or more dwelling units shall comply with the design review standards set forth in SRC [702.020](#).
- (c) The design review standards set forth in this chapter are in addition to, and not in lieu of, all other applicable development standards in the UDC. Where the design review standards conflict with the development standards in the UDC, the design review standards shall be the applicable development standard.

Response: The project involves multiple family development consisting of a total of seven dwelling units. Findings are included below that demonstrate that the planned development complies with all the applicable design standards for multiple family development with 5 to 12 dwelling units and therefore meets the approval criteria for a Class 1 Design Review.

702.015. Design review standards for multiple family development with five to twelve units.

- (a) Open space standards.
 - (1) To encourage the preservation of natural open space qualities that may exist on a site and to provide opportunities for active and passive recreation, all newly constructed multiple family developments shall provide a minimum 20 percent of the gross site area as designated and permanently reserved open space. For the purposes of this subsection, the term "newly constructed multiple family developments" shall not include multiple family developments created through only construction or improvements to the interior of an existing building(s). Indoor or covered recreation space may count toward this open space requirement.
 - (A) To ensure usable open space, at least one common open space area shall be provided within the development that is at least 500 square feet in size and has a minimum dimension of 20 feet for all sides.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. This standard

does not prohibit this area from being located in a required setback, nor does it prohibit the landscaping within this area shown on the Preliminary Plan. This standard is met.

- (B) To allow for a mix of different types of open space areas and flexibility in site design, private open space, meeting the size and dimension standards set forth in Table 702-1, may count toward the open space requirement. All private open space must meet the size and dimension standards set forth in Table 702-1.

Table 702-1 Private Open Space Size and Dimensions		
Location of Dwelling Units	Minimum Open Space Area Size	Minimum Dimension
Not more than 5 feet above finished grade	96 sq. ft.	6 ft.
More than 5 feet above finished grade	48 sq.ft.	6 ft.

Response: The project provides common open space on ±30% of the site. The project does not rely on private open space meeting these dimensional requirements to meet the open space requirements. Therefore, these dimensional requirements do not apply to the decks and patios shown on the plans. Nevertheless, the project includes decks on the upper units that are 72 square feet (12 feet x 6 feet) in area and ground level patios that are 96 square feet (16 feet x 6 feet) in area. These standards do not apply.

- (C) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection. Example: a 500-square-foot improved open space area may count as 1,000 square feet toward the open space requirement.
- (i) Be a minimum 500 square feet in size with a minimum dimension of 20 feet for all sides; and
- (ii) Include at least one of the following types of features:
- Covered pavilion.
 - Ornamental or food garden.
 - Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
 - Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
 - Swimming pool or wading pool.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

- (D) To encourage proximity to and use of public parks, the total amount of required open space may be reduced by 50 percent for developments that are located within one-quarter mile of a publicly-owned urban, community, or neighborhood park as measured along

a route utilizing public or private streets that are existing or will be constructed with the development.

Response: A common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

(b) Landscaping standards.

(1) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:

(A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and

(B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chainlink fencing with slats shall not be allowed to satisfy this standard.

Response: The development site does not abut property that is zoned Residential Agricultural (RA) or Single Family Residential (RS). The provisions under this section do not apply.

(2) Multiple family developments shall comply with the landscaping standards applicable in the underlying zone in which such developments are located.

Response: This project is located in the RM-II zoning district. As shown in the Preliminary Landscape Plan in Exhibit A, the side and vehicle use area setbacks are planned with landscaping that exceeds the Type C landscaping and screening standard required in the RM-II zoning district. This standard is met.

(c) Site safety and security.

(1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.

(2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Response: As shown in the floor plans and elevations in Exhibit A, windows are provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths. Lighting is planned to be provided with wall mounted fixtures to illuminate exterior dwelling entrances, parking areas, and pedestrian paths as indicated on the plans. These standards are met.

(d) Parking and site design.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the on-site parking areas are planned to be located to the side of the building when viewing the building from the street. The plan shows the off-street surface parking areas and vehicle maneuvering areas are not located between a building or structure and a street. This standard is met.

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

Response: Pedestrian pathways are planned to be provided that connect to and between buildings, common open space, the parking area, and the public sidewalks, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(e) Façade and building design.

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

(A) A 5-foot reduction is permitted to each required setback in Table 702-2 provided that the height of the required fence in [Sec. 702.015\(b\)\(1\)\(B\)](#) is increased to eight feet tall.

Response: This project does not abut property zoned Residential Agricultural (RA) or Single Family Residential (RS). This standard does not apply.

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

Response: The total site width is ±89 feet. The adjusted building setback along the north interior property line reduces the buildable width by 6 feet. The building setback along the south interior property line reduces the buildable width by 10 feet. Table 806-4 requires a minimum driveway width of 22 feet for this project, thereby reducing the buildable width by another 22 feet. The net buildable width of the site along 40th Place SE is 51 feet (89 feet – 6 feet – 10 feet – 22 feet = 51 feet). The site has less than 75 feet of buildable width. Therefore, this standard does not apply.

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

Response: The ground unit closest to 40th Place SE includes an entrance facing 40th Place SE with a direct pedestrian access to the adjacent sidewalk, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

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

Response: The project includes two ground level dwelling units. Each of these ground level dwelling units has two architecturally defined entry areas. The entry areas for the ground level dwelling units on the north side of the building are architecturally defined with covered forecourt areas that will function as patios and/or porches for residents and define the entry areas for visitors. Additional architectural definition can be provided for these entries as necessary to meet this standard.

The other two entryways to the two ground level dwelling units are defined with a common entryway that is articulated with a differentiated common portico, as shown on the Building Elevations in Exhibit A. The proposal exceeds the requirements under this standard for the ground floor level dwelling units.

The standard is ambiguous as to whether it is intended to apply to the upper-level dwelling units, in addition to the ground floor units stated in the standard. Nevertheless, staff can find the common entryway shown on the plans, that is articulated with a differentiated portico (shown on the south elevation in the plans), is permissible at the south common entry area because the two ground level dwelling units include individual entry areas on the north side of the building that are architecturally defined. The two ground level dwelling units do not rely on the common architecturally defined entry area to meet the minimum requirements. Therefore, staff can find that the differentiated portico provides the required architectural definition for the four upper-level units and provides additional architectural definition for the ground level dwelling units above what the minimum standard requires. The standard is met.

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

Response: This project does not involve roof-mounted mechanical equipment other than vents or ventilators. This standard does not apply.

- (6) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 75 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided.

Response: This project does not involve flat roofs that exceed a horizontal length of 75 feet. This standard does not apply.

Chapter 800 – General Development Standards

800.050. Fences, walls, hedges, gates, and retaining walls.

Unless otherwise provided under the UDC, the standards set forth in this section shall apply to fences, walls, hedges, gates, and retaining walls in all zones. Where screening is required under the UDC in the form of a fence, wall, or hedge, it shall meet the standards set forth in SRC chapter 807, in addition to the standards set forth in this section. For purposes of this section, the term "front yard" means that portion of a lot located between the front property line and a line parallel to the front property line extended from the wall of the main building lying at the greatest distance from the front property line.

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- (a) Location, height, and density. Fences, walls, hedges, gates, and retaining walls shall comply with the location, height, and density standards set forth in this subsection.

(1) Fences and walls.

- (A) Residential zones and property used for uses falling under household living in other zones. Fences and walls within residential zones, or on property used for uses falling under household living in other zones, shall not exceed a maximum height of eight feet; provided, however:

- (i) Front yard abutting street. Fences and walls within a front yard abutting a street shall not exceed a maximum height of four feet when located within 20 feet of the property line abutting the street; provided, however, within ten feet of the property line abutting the street any portion of the fence or wall above 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence or wall.

- (ii) Side and rear yards abutting street. Fences and walls within a side or rear yard abutting a street shall not exceed a maximum height of six feet when located within ten feet of a property line abutting a street.

Response: Fences or walls over 8 feet high are not planned. A sight obscuring fence is planned along the southern property boundary to meet the Type C landscaping standard, as indicated on the Preliminary Plans in Exhibit A. This standard is met.

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- (2) Hedges. There is no maximum height limitation for hedges; provided, however, where a hedge is located within ten feet of a property line abutting a street, any portion of the hedge more than 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the hedge.

Response: Hedges are not planned for this project within any vision clearance area. This standard is met.

- (3) Gates. Where a gate is part of a fence, wall, or hedge it shall conform to the height limitations applicable to fences and walls set forth under SRC 800.050(a)(1). Gates shall not swing open onto a public right-of-way or vehicle or pedestrian easement.

Response: This project does not involve gates as part of the planned fences. This standard does not apply.

- (4) Retaining walls. Retaining walls shall not exceed a maximum height of four feet when located at the property line abutting a street. Retaining walls not located at the property line abutting a street may exceed four feet in height.

Response: This project does not include retaining walls. This standard does not apply.

- (b) Vision clearance. Notwithstanding any other provision of this section, fence, walls, hedges, gates, and retaining walls shall conform to the vision clearance requirements of SRC chapter 805.

Response: The location of the planned fence is shown on the Preliminary Site Plan in Exhibit A. Fences are not planned within the required vision clearance areas. This standard is met.

(c) **Material.**

- (1) **Fences.** Fences shall be constructed of materials specifically designed and manufactured for fencing purposes, including, but not limited to, wooden pickets, vinyl, wrought iron, and chain link fencing, with or without plastic or wood slats. Materials not specifically designed as fencing material, including, but not limited to, corrugated cardboard, corrugated metal, plywood, wooden pallets, garage doors, concrete rubble, and other junked material, are prohibited. Chicken wire may be used within the Residential Agriculture (RA) Zone if used to raise livestock. Fencing for raising livestock in other zones may be replaced if the use was an allowed use on the property prior to December 31, 2002. Fencing used for the establishment and protection of vegetation is permitted for a period not to exceed six months.

Response: The planned fence is not anticipated to be constructed with the above-listed materials. None of the prohibited materials are planned to be used in the construction of planned fence. This standard can be met.

- (2) **Walls.** Walls shall be constructed of materials specifically designed and manufactured for use as walls, including, but not limited to, masonry, rock, concrete, concrete block, or other similar material.

Response: Walls are not planned for the project. This standard does not apply.

- (d) **Hazardous materials.** Fences and walls shall not be constructed of or contain any material which will do bodily harm, such as electric or barbed wire, upturned barbed selvage, broken glass, spikes, or any other hazardous or dangerous material, except as follows:

Response: Hazardous materials, as listed above, are not included for fences and no walls are planned. This standard is met.

800.055. **Solid waste service areas.**

Solid waste service areas shall provide for the safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee.

- (a) ***Applicability.*** Solid waste service area design standards shall apply to:
- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
- (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.
- (b) ***Solid waste receptacle placement standards.*** All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

Response: The solid waste receptacles shown on the Preliminary Site Plan in Exhibit A, are planned to be placed at grade on an asphalt pad that will be a minimum of six inches thick. This standard is met.

- (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 one foot beyond the sides and rear of the receptacle; and

Response: The pad area is planned to extend a minimum of one foot beyond the sides and rear of the receptacle, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(B) The pad area shall extend a minimum three feet beyond the front of the receptacle.

Response: The pad area shown on the Preliminary Site Plan in Exhibit A is planned to extend a minimum of three feet beyond the front of the receptacle. This standard is met.

(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.

Response: As shown on the Preliminary Site Plan in Exhibit A, the receptacles are not planned to face each other. This standard does not apply.

(2) Minimum separation.

(A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.

Response: The waste area includes a minimum separation of 1.5 feet provided between the receptacle and the side wall of the enclosure, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

Response: The receptacle provides a minimum separation of five feet shall between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(3) Vertical clearance.

(A) Receptacles two cubic yards or less. Receptacles two cubic yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.

(B) Receptacles greater than two cubic yards. Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing; provided, however, overhead or vertical clearance may be reduced to eight feet:

(i) For enclosures covered by partial roofs, where the partial roof over the enclosure does not cover more than the rear eight feet of the enclosure, as measured from the inside of the rear wall of the enclosure (see Figure 800-6); or

(ii) Where a physical barrier is installed within, and a maximum of eight feet from the front opening of, the enclosure preventing the backward movement of the receptacle (see Figure 800-7).

Response: The receptacle is not planned to be covered and therefore will provide unobstructed overhead clearance. This standard is met.

(c) Permanent drop box and compactor placement standards.

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- (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.

Response: The project will not be serviced by a permanent drop box or compactor. These standards do not apply.

(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.

Response: The solid waste service area will be enclosed, as indicated on the Preliminary Site Plan in Exhibit A. In addition to the enclosure, the project also provides screening at the property line with a six-foot-tall sight-obscuring fence. These standards are met.

(e) Solid waste service area enclosure standards. When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.

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

Response: The solid waste service enclosure includes an opening with a minimum of 12 feet in width as shown on the Preliminary Site Plan in Exhibit A. These standards are met.

(2) Measures to prevent damage to enclosure.

- (A) Enclosures constructed of wood or chain link 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.

Response: The final design of the enclosure can include 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 as necessary. This requirement can be reviewed as part of a future site development permit. This standard can be met.

- (B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.
- (C) The requirements under subsections (c)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:
 - (i) A minimum distance of two feet from the sides of the container or receptacles; and
 - (ii) A minimum of three feet from the rear of the container or receptacles.

Response: The enclosure is planned to be constructed of chain link fence. However, the final design of the enclosure can include 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, as necessary. Additional separation under this standard is not anticipated to be necessary. This requirement can be reviewed as part of a future site development permit. This standard can be met.

- (3) Enclosure gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Response: As shown on the Preliminary Site Plan in Exhibit A, the area in front of the enclosure is free of obstructions and will allow the gate to open a minimum of 120 degrees. The final design of the enclosure will include restrainers in the open and closed positions. This standard is met.

- (4) Prohibited enclosures. Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:
 - (A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or
 - (B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

Response: The receptacles will not be placed in an entirely enclosed structure. This standard does not apply.

- (f) Solid waste service area vehicle access.
 - (1) Vehicle operation area.
 - (A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front

opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening.

Response: As shown on the Preliminary Site Plan in Exhibit A, a vehicle operation area is be provided for solid waste collection service vehicles that is free of obstructions with 45 feet of length and 15 feet of width and oriented perpendicular to the receptacles consistent with Figure 800-8. This standard is met.

- (B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:
 - (i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);
 - (ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or
 - (iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

Response: As shown on the Preliminary Site Plan in Exhibit A, the receptacles are planned to be more than two cubic yards. This standard is met does not apply. Nevertheless, the vehicle operation area is planned to be perpendicular to the permanent location of the receptacle or the enclosure opening consistent with Figure 800-8. This standard is met.

- (C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

Response: The vehicle operation area shown on the Preliminary Site Plan in Exhibit A does not coincide with the parking spaces and will be kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles. This standard is met.

- (D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14 feet.

Response: The space above the vehicle operation area is unobstructed and therefore will provide unobstructed vertical clearance. This standard is met.

- (E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

Response: The vehicle operation area provides access to the vehicle operation area with a direct approach into position for operation of the service vehicle perpendicular to the trash receptacles as shown on Preliminary Site Plan in Exhibit A. The Applicant contacted Republic Services, the solid waste collection franchisee, and had them review the configuration of the vehicle access area shown on the revised plans. The franchisee confirmed that the configuration of the vehicle operation area is acceptable and provides

their ingress/egress needs. Furthermore, they concurred that the configuration shown in the plans does provide a direct approach into position for operation of the service vehicle. SRC 800.055(f)(1)(E) applies “in the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle.” Because the proposal provides access to the vehicle operation area with a direct approach into position for operation of the service vehicle, this standard does not apply, and a turnaround is not required. This standard does not apply.

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

Response: The Applicant contacted Republic Services, the solid waste collection franchisee, and confirmed that the configuration provides direct access to the collection receptacles as required under this section. An adjustment to the solid waste service enclosure standards is not required. This standard does not apply.

800.060. Exterior lighting.

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

Response: As indicated on the Preliminary Site Plan in Exhibit A, wall mounted lights are planned on the front of the building with shielding that will prevent light from shining onto adjacent properties or cast glare onto the public right-of-way. This standard is met.

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803.015. Traffic impact analysis.

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- (b) Applicability. An applicant shall provide a traffic impact analysis if one of the following conditions exists:
- (1) The development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Trips shall be calculated using the adopted Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the trips shall be calculated based on the proposed development that will occur on all lots that will be created by the land division.

Response: A completed Trip Generation Estimate (TGE) Form is included in Exhibit B of this application. The seven new multiple family homes included in this application will generate less than 200 trips per day on 40th Place SE (a local street). Trip generation will not exceed this standard's condition and a traffic impact analysis is therefore not required.

Chapter 804 – Driveway Approaches

Sec. 804.025. - Class 2 driveway approach permit.

- (a) **Required.** A Class 2 driveway approach permit is required for:
 - (1) A driveway approach onto a parkway, major arterial, or minor arterial;
 - (2) A driveway approach onto a local or collector street providing access to a use other than single family, two family, three family, or four family;
 - (3) A driveway approach providing access to a corner lot that abuts only local or collector streets, where the driveway approach will provide access onto the street with the higher street classification; or
 - (4) Maintenance, repair, or replacement of an existing permitted driveway approach, which is part of, or needed for, redevelopment of commercial or industrially zoned property.
- (b) **Procedure type.** A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

Response: A Class 2 Driveway Approach Permit is included in this consolidated land use application so that it can be reviewed as a Type II procedure. This requirement is met.

- (c) **Submittal requirements.** In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 2 driveway approach permit shall include the following:
 - (1) A completed application form.
 - (2) A site plan, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:
 - (A) The location and dimensions of the proposed driveway approach;
 - (B) The relationship to nearest street intersection and adjacent driveway approaches;
 - (C) Topographic conditions;
 - (D) The location of all utilities;
 - (E) The location of any existing or proposed buildings, structures, or vehicular use areas;
 - (F) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to SRC chapter 808; and
 - (G) The location of any street trees adjacent to the location of the proposed driveway approach.
 - (3) Identification of the uses or activities served, or proposed to be served, by the driveway approach.
 - (4) Any other information, as determined by the Director, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

Response: This application includes the applicable forms, plans, written narrative, and supporting exhibits. These standards are met.

- (d) **Criteria.** A Class 2 driveway approach permit shall be granted if:
 - (1) The proposed driveway approach meets the standards of this chapter and the Public Works Design Standards;

Response: The planned driveway approach, shown in the Preliminary Plans in Exhibit A, is intended to meet the applicable Public Works Design Standards. This standard is met.

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

Response: The driveway approach, shown in the Preliminary Plans in Exhibit A, is planned in the location shown, in part, because no site conditions prevent placing the driveway approach in the location shown. This standard is met.

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

Response: The driveway, shown in the Preliminary Plans in Exhibit A, is planned onto 40th Place SE (a local street). Therefore, the project minimizes the number of driveway approaches onto an arterial. This standard is met.

(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;

Response: The driveway, shown in the Preliminary Plans in Exhibit A, is planned onto 40th Place SE (a local street). Therefore, the project takes access from the lowest classification (local) of street abutting the property. This standard is met.

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

Response: The proposed driveway approach provides a vision clearance area with 10-foot legs along the driveway and 50-foot legs along the intersecting street (40th Place SE). This application includes a Type II adjustment to locate the vision clearance area along the travel lane of the intersecting street as described in SRC 805.005(b)(1)(B). With the included adjustment. This standard is met.

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

Response: The proposed driveway approach is planned to be constructed according to all applicable City standards to prevent traffic hazards and provide for safe turning movements and access. This standard is met.

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

Response: The proposed driveway approach will have no adverse impacts to the vicinity. The approach will result in one driveway serving the lot on the lowest classification of street serving the property in accordance with applicable standards. This standard is met.

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

Response: The approach will result in one driveway serving the lot on the lowest classification of street serving the property in accordance with applicable standards. The approach will be located more than 160 feet from the nearest intersection with Carson Drive SE to the

south. Therefore, the proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections. This standard is met.

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

Response: The proposed driveway approach will provide legal access to a residential property consistent with the access provided for other residentially zoned properties in the district. This standard is met.

Chapter 806 – Off-Street Parking, Loading and Driveways

806.005. Off-street parking; when required.

- (a) General applicability. Off-street parking shall be provided and maintained as required under this chapter for:
- (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.

Response: Off-street parking is provided for the multiple family uses included in this application as required under this chapter. These standards are met.

- (b) Applicability to Downtown Parking District. Within the Downtown Parking District, off-street parking shall only be required and maintained for uses or activities falling under household living.

Response: The planned project is not in the Downtown Parking District.

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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 in the following locations:

- (a) Residential zones. Within residential zones, required off-street parking may be located within 200 feet of the development site containing the use or activity it serves.

Response: As shown on the Preliminary Plans in Exhibit A, required off-street parking is located on the same site as the use it serves. This standard is met.

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806.015. Amount off-street parking.

- (a) Minimum required off-street parking. Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.

Table 806-1: Minimum Off-Street Parking		
Use	Minimum Number of Spaces Required ¹	Limitations & Qualifications
Multiple-family	None	Applicable to multiple family located within the CSDP area or one-quarter mile of the Core Network.
	1 per dwelling unit	Applicable to all other multiple family consisting of 5 to 12 dwelling units.
	1 per studio unit or dwelling unit with 1 bedroom	Applicable to all other multiple family consisting of 13 or more dwelling units.
	1.5 per dwelling unit with 2 more bedrooms	
	1 per dwelling unit	Applicable to all other multiple family consisting of 13 or more dwelling units located within the MU-I zone or MU-II zone.
	1 per 4 dwelling units	Applicable to low-income elderly housing

Response: The project involves seven dwelling units, thereby requiring a minimum of 7 spaces (1 per dwelling unit). As shown on the Preliminary Site Plan in Exhibit A, 8 spaces are planned on site. This standard is met.

- (b) **Compact parking.** Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces.

Response: Two compact parking spaces are planned accounting for 28.5% of the minimum required parking spaces. This standard is met.

- (c) **Carpool and vanpool parking.** New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

Response: This application does not require 60 or more off-street parking spaces. This standard does not apply.

- (d) **Maximum off-street parking.** Unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Table 806-2: Maximum Off-Street Parking	
Minimum Number of Off-Street Parking Spaces Required (From Table 806-1)	Maximum Number of Off-Street Parking Spaces Allowed
20 Spaces or Less	2.5 times minimum number of spaces required.
More than 20 Spaces	1.75 times minimum number of spaces required.

Response: This project requires a minimum of seven parking spaces and permits a maximum of 18 spaces. Eight spaces are planned. This standard is met.

- (e) **Reductions to required off-street parking through alternative modes of transportation.**

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- (1) Construction of transit related improvements. When adjacent to transit service, minimum required off-street parking may be reduced by up to ten percent for redevelopment of an existing off-street parking area for transit-related improvements, including transit stops, pullouts and shelters, park and ride lots, transit-oriented developments, and similar facilities.
 - (2) Satisfaction of off-street parking through implementation of a plan for alternative modes of transportation. Minimum required off-street parking for uses or activities other than household living may be reduced through implementation of a plan providing for the use of alternative modes of transportation to decrease the need for off-street parking. The plan shall be reviewed as a Class 2 Adjustment under SRC chapter 250.

Response: No reductions to the required amount of off-street parking are requested. This standard does not apply.

806.020. Method of providing off-street parking.

- (a) General. Off-street parking shall be provided through one or more of the following methods:
 - (1) Ownership. Ownership in fee by the owner of the property served by the parking;
 - (2) Easement. A permanent and irrevocable easement appurtenant to the property served by the parking;
 - (3) Lease Agreement. A lease agreement with a minimum term of five years; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (4) Lease or rental agreement in parking structure. A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (5) Joint parking agreement. A joint parking agreement between the owners of two or more uses or activities, buildings or structures, or lots may be approved by the City. Joint use of required off-street parking spaces through a joint parking agreement may occur where two or more uses or activities on the same or separate development sites are able to share the same parking spaces because their parking demands occur at different times. Joint parking shall meet the following standards:
 - (A) Proximity of joint parking to uses or activities served. Joint parking areas shall be located as set forth in SRC 806.010.
 - (B) Compatible hours of operation. The hours of operation for the uses or activities subject to a joint parking agreement shall not substantially overlap and there shall be no substantial conflict in the principal operating hours.

Response: Off-street parking is provided through ownership of the property. This standard is met.

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

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family 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 shall apply to:
- (1) The development of new off-street parking and vehicle use areas;
 - (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
 - (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
 - (4) The paving of an unpaved area.

Response: This application includes new off-street parking and vehicle use areas. The standards in this section apply.

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

Response: This application includes an adjustment to the applicable interior side setback between the vehicle use area and the southern property line. With the included adjustment, this standard is met.

- (2) Carpool and vanpool parking. Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.

Response: Carpool or vanpool parking is not required or planned for this project. This standard does not apply.

- (3) Underground parking. Off-street parking may be located underground in all zones, except the RA and RS zones. Such underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.

Response: Underground parking is not planned. This standard does not apply.

- (c) Perimeter setbacks and landscaping.
- (1) Perimeter setbacks and landscaping, generally.
 - (A) Perimeter setbacks. Perimeter setbacks, as set forth in this subsection, shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:
 - (i) Off-street parking and vehicle use areas abutting an alley.
 - (ii) Vehicle storage areas within the IG zone.

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- (iii) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701, abutting nonresidential zones, uses or activities other than household living, or local streets.
 - (iv) Gravel off-street parking areas, approved through a conditional use permit, abutting nonresidential zones, uses or activities other than household living, or local streets.
 - (v) Underground parking.
 - (B) Perimeter landscaping. Required perimeter setbacks for off-street parking and vehicle use areas shall be landscaped as set forth in this subsection.

Response: The perimeter setback for the off-street parking and vehicle use area included in this application is planned with landscaping and screening that exceeds the requirement set forth in this subsection, as shown on the Preliminary Landscape Plan in Exhibit A. These standards are met.

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

Response: The off-street parking and vehicle use areas included in this application do not abut a street. Therefore, the provisions of this section do not apply and have been omitted from this application.

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

Response: Greater setbacks are required for the vehicle use areas under Section 514.010 of the UDC. Therefore, this standard does not apply.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the planned parking area is setback from the building by a minimum 5-foot-wide unobstructed walkway. This standard is met.

- (5) Perimeter setbacks and landscaping for parking garages. Perimeter setbacks and landscaping as set forth in subsection (c) of this section shall be required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:

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- (A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.
 - (B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.
 - (C) Any parking garage abutting an alley.

Response: Parking garages or parking structures are not planned for this project. This standard does not apply.

(d) Interior landscaping.

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

Response: Parking areas greater than 5,000 square feet are not included in this application. The interior landscaping standards do not apply.

(***)

- (e) Off-street parking area dimensions. Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6; provided, however, minimum off-street parking area dimensions shall not apply to:
 - (1) Vehicle storage areas.
 - (2) Vehicle display areas.

Response: As shown on the Preliminary Site Plan in Exhibit A, standard and compact parking spaces are planned that meet the minimum dimensional standards set forth in Table 806-6. This standard is met.

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

Response: Finished grades of the off-street parking and vehicle use areas are shown on the Grading and Drainage Plan in Exhibit A. Finished grades for the off-street parking spaces and internal accessways are not shown with grades/slopes exceeding 8 percent. This standard is met.

- (g) Surfacing. Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:

-
- (1) Vehicle storage areas within the IG zone.
 - (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
 - (3) Gravel off-street parking areas, approved through a conditional use permit.

Response: The off-street parking and vehicle use area shown on the Preliminary Site Plan in Exhibit A is planned with a hard surface material meeting the Public Works Design Standards. This standard is met.

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

Response: Drainage is provided as shown on the Grading and Drainage Plan in Exhibit A. This was prepared by a registered professional engineer and is intended to comply with the City's Public Works Design Standards. This standard is met.

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

Response: A 7-foot-wide walkway is provided in front of the building with a curb that allows for 2 feet of overhang at the front portion of the parking space while preserving 5 feet of unobstructed walkway width. Bumper guards are planned at the front of the two compacts spaces as shown on the plans. This standard is met.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, standard and compact parking spaces and are planned to be striped in conformance with the minimum dimensional standards (9 feet wide by 19 feet long with a 2-foot overhang) set forth in Table 806-6. This standard is met.

- (k) **Marking and signage.**
 - (1) **Off-street parking and vehicle use area circulation.** Where directional signs and pavement markings are included within an off-street parking or vehicle use area to control vehicle movement, such signs and marking shall conform to the Manual of Uniform Traffic Control Devices.
 - (2) **Compact parking.** Compact parking spaces shall be clearly marked indicating the spaces are reserved for compact parking only.

-
- (3) Carpool and vanpool parking. Carpool and vanpool parking spaces shall be posted with signs indicating the spaces are reserved for carpool or vanpool use only before 9:00 a.m. on weekdays.

Response: Future marking and signage shown on the plans will conform to the Manual of Uniform Traffic Control Devices, as necessary. This standard can be met.

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

Response: As indicated on the Preliminary Site Plan in Exhibit A, lighting for off-street parking and vehicle use areas is planned to be provided with wall mounted lighting fixtures that will include shielding to prevent light from shining onto adjacent residentially zoned property. This standard is met.

- (m) Off-street parking area screening. Off-street parking areas with more than six spaces shall be screened from abutting residentially zoned property, or property used for uses or activities falling under household living, by a minimum six-foot-tall sight-obscuring fence, wall, or hedge; provided, however, screening is not required for vehicle storage areas within the IG zone.

Response: The off-street parking areas are planned to be screened from abutting residentially zoned property by a 6-foot-tall fence around the perimeter of the property, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

806.040. Driveway development standards for uses or activities other than single family or two family.

Unless otherwise provided under the UDC, driveways for uses or activities other than single family or two family shall be developed and maintained as provided in this section.

- (a) Access. Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC chapter 804.

Response: A single driveway for ingress and egress is planned to access the parking area, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (b) Location. Driveways shall not be located within required setbacks except where:
- (1) The driveway provides direct access to the street, alley, or abutting property.
 - (2) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: The planned driveway shown in the Preliminary Site Plan in Exhibit A provides direct access to 40th Place SE. This standard is met.

- (c) Setbacks and landscaping.
- (1) Perimeter setbacks and landscaping, generally. Perimeter setbacks and landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:

- (A) The driveway provides direct access to the street, alley, or abutting property.
- (B) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: As shown in the Preliminary Site Plan in Exhibit A, the planned driveway will provide direct access to the street. Therefore, perimeter setbacks and landscaping are not required at the planned driveway location.

- (2) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).

Response: The planned driveway does not abut a street. This standard does not apply.

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

Response: The planned driveway abuts an interior property to the south. Greater setbacks are required for this area under Table 514-4 of the UDC. Therefore, this standard does not apply.

- (d) Dimensions. Driveways shall conform to the minimum width set forth in Table 806-7.

Table 806-7: Minimum Driveway Width		
Type of Driveway	Width	Inside Radius of Curves & Corners
One-Way Driveway	12 ft.	25 ft., measured at curb or pavement edge
Two-Way Driveway	22 ft.	25 ft., measured at curb or pavement edge

- (e) Surfacing. All driveways shall be paved with a hard surface material meeting the Public Works Design Standards.
- (f) Drainage. Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
- (g) "No Parking" signs. Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

Response: The planned driveway is ±24 feet wide and will accommodate two-way traffic. The driveway as shown will be surfaced with a hard surface material, adequately designed, graded, drained, and signed to meet applicable Public Works Design Standards. These standards are met.

806.045. Bicycle parking; when required.

- (a) General applicability. Bicycle parking shall be provided as required under this chapter for:
 - (1) Each proposed new use or activity.

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- (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.

Response: The bicycle parking requirements apply to the new multiple family homes included in this application.

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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.

Response: As shown on the Preliminary Site Plan in Exhibit A, bicycle parking is planned to be located on the same site as the new multiple family homes. This standard is met.

806.055. Amount of bicycle parking.

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

Table 806-8: Minimum Bicycle Parking		
Use	Minimum Number of Spaces Required	Limitations & Qualifications
Multiple family	The greater of 4 spaces or 0.1 spaces per dwelling unit	

Response: This application includes seven multiple family homes requiring four bicycle parking spaces which will be provided as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

806.060. Bicycle parking development standards.

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

- (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.

Response: The bicycle parking areas are planned outside of the new building as indicated on the Preliminary Site Plan in Exhibit A. This standard is met.

- (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.

Response: The parking areas are planned with a direct and accessible route to the public right-of-way from the building entrance. The route is free of obstructions that would require users to lift their bikes to access them. See the Preliminary Site Plan in Exhibit A for more information. This standard is met.

(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.

Response: The bicycle parking spaces are planned to be 2 feet wide by 6 feet long, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(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.

Response: The bicycle parking spaces are planned to be installed on a hard surface meeting Public Works Design Standards, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(e) **Bicycle racks.** Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall accommodate the bicyclist's own locking device.

- (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.

Response: The bicycle parking shown on the Preliminary Site Plan in Exhibit A is planned to be provided with staple/inverted U style racks. This standard is met.

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Chapter 807 – Landscaping and Screening

807.015. Landscaping and screening.

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

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

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

Response: The adjusted northern setback area is planned to be planted with trees, shrubs, and groundcover that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3 gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The fencing requirement for the Type C standard is met with an existing fence along this property boundary.

The adjusted southern setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property.

Both setback areas are planned to provide landscaping that exceeds the Type C standard. This standard is met.

- (b) Plant materials and corresponding plant unit values. Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

Table 807-2: Plant Materials and Minimum Plant Values		
Plant Material	Plant Unit (PU) Value	Size at Planting
1 mature tree	15 PU	
1 shade tree	10 PU	1.5 in. to 2 in. caliper

1 evergreen/conifer tree	5 PU	6 ft. to 8 ft. height
1 ornamental tree	2 PU	1 in. to 1.5 in. caliper
1 large deciduous or evergreen shrub (at maturity: over 4 ft, wide; 4 ft. high)	2 PU	Min. 3 gallon or balled and burlapped
1 small to medium shrub	1 PU	Min. 1 gallon
Lawn or other ground cover	1 PU per 50 sq. ft.	

Response: The Preliminary Landscape Plan in Exhibit A shows the location, quantities, varieties, sizes, and intended coverage of the plants that are planned for the project. This standard is met.

- (c) Preservation of existing trees and vegetation. The preservation of existing trees and vegetation is encouraged. If preserved, existing trees as defined under SRC chapter 808, existing trees less than ten inches dbh, and existing vegetation may be utilized to satisfy required landscaping if they conform to the minimum plant unit requirements specified in this chapter.
- (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.
 - (1) Removal of trees within required setbacks. When an existing tree or trees, as defined under SRC chapter 808, within a required setback are proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.

Response: The project does not include tree removal. This standard does not apply.

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

Response: The project does not include tree removal. This standard does not apply.

- (e) Screening standards. Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:
 - (1) Height. Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.

Response: Six-foot-high fences are planned to provide perimeter screening around the property according to the Type C landscape standard as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (2) Opacity. Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.

Response: The fencing used to provide perimeter screening is planned to be sight obscuring. This standard is met.

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- (3) Maintenance. Fences and walls shall be maintained in safe condition, and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.

Response: The Applicant intends to keep the planned fences maintained as necessary. This standard can be met.

- (f) Berm. Unless otherwise provided under the UDC, where screening is required in the form a berm, the berm shall be an earthen mound no less than three feet in height above the existing grade, and shall be constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties.

Response: Berms are not planned to provide screening. This standard does not apply.

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

Response: Street trees are planned along 40th Place SE as shown on the Preliminary Landscape Plan in Exhibit A. These trees are intended to comply with SRC chapter 86, as applicable. This standard is met.

IV. Conclusion

The required findings have been made and this written narrative and accompanying documentation demonstrate the application is consistent with the applicable provisions of the Salem Revised Code. The evidence in the record is substantial and the City can rely upon this information to approve the application.

Exhibit A: Preliminary Plans

Exhibit B: City of Salem Application Forms

Exhibit C: Pre-Application Report

Exhibit D: Neighborhood Contact Information

Exhibit E: Property Ownership

Salem Multifamily Housing Design Review Code Update

Draft Code Update Recommendations

Task #2 Deliverable

To: Eunice Kim, City of Salem
Laura Buhl, DLCD

From: Heather Austin, 3J Consulting
Elizabeth Decker, JET Planning

Date: February 25, 2019

Chapters of the Salem Unified Development Code Proposed for Update

- Chapter 112- Measurements
- Chapter 250- Adjustments
- Chapter 400- Use Classifications
- Chapter 513- RM-I Multiple Family Residential
- Chapter 514- RM-II Multiple Family Residential
- Chapter 515- RH Multiple Family High-Rise Residential
- Chapter 520- CN Neighborhood Commercial
- Chapter 521- CO Commercial Office
- Chapter 522- CR Retail Commercial
- Chapter 523- CG General Commercial
- Chapter 525- WSCB West Salem Central Business District
- Chapter 631- Compact Development Overlay
- Chapter 702- Multiple Family Design Review Guidelines and Standards
- Chapter 806- Off-Street Parking, Loading, and Driveways

Chapter 112- Measurements

Existing: For density calculations, section 112.015 of the code currently rounds all fractions up to the next whole number, regardless of the fraction.

Proposed: Revise Section 112.015 to state, “Any density computation that yields a fraction of less than 0.5 shall be rounded down to the nearest whole number and any computation that yields a fraction of 0.5 or greater shall be rounded up to the next nearest whole number.”

Analysis: This was identified by staff as a needed update. This is consistent with other jurisdictions in Oregon and with the language existing in code section 112.025, which applies to fractions in calculations of numerical standards other than density.

Chapter 250- Adjustments

Existing: Section 250.005(a)(2)(J) currently prohibits “A design review guideline or design review standard” from utilizing the adjustment process.



Proposed: Remove Section 250.005(a)(2)(J) of the Unified Development Code to allow applicants to apply for an adjustment to the design review standards. The adjustment process is a Type II review which includes public notice and a staff-level decision.

Analysis: The design of multifamily developments are generally reviewed through one of two processes today. A Type I administrative review without public notice or public hearing is utilized when a proposal can meet all (60+) design review standards. If a proposal cannot meet just one of the design review standards, it must be reviewed by the Planning Commission in a public hearing, utilizing the design review guidelines.

The City has a Type II administrative review process with public notice but without a public hearing, as identified in Section 250.005; however, design standards are currently prohibited from being adjusted. The City could utilize the existing adjustment process to review departures from the multiple family design review standards, rather than requiring compliance with the design guidelines through a Type III review. This Type II review would include public notice, allowing neighboring property owners and interested parties a chance to submit public testimony on the proposed adjustment.

Chapter 400- Use Classifications

Existing: “Residential” Classification includes “Household Living” category, divided into three subsets: single family, two family and multiple family.

Proposed: Add three family and four family to the subsets of the “Household Living” category. Add characteristics, examples and exceptions for three family and four family to Sec. 400.030. - Household living and revise multiple family to be 5 or more units.

Analysis: Differentiate between three family and four family and multiple family uses.

Chapter 513- RM-I Multiple Family Residential

Chapter 514- RM-II Multiple Family Residential

Chapter 515- RH Multiple Family High-Rise Residential

Chapter 520- CN Neighborhood Commercial

Chapter 521- CO Commercial Office

Chapter 522- CR Retail Commercial

Chapter 523- CG General Commercial

Chapter 525- WSCB West Salem Central Business District

Existing: Each of these chapters permits “single family”, “two family” and “multiple family” developments, either outright or subject to certain limitations, and applies lot coverage, setbacks and height standards. The Lot Coverage standards for these base zones are: 50% (RM-I, RM-II and CN), 60% (CO) and No Max. (RH, CR, CG, WSCB).

Proposed: Add “three family” and “four family” uses as a separate use category, consistent with the changes proposed to Chapter 400, to all applicable tables, including “uses”, “dwelling unit density”, “setbacks” and “lot coverage; height” in each of the multiple family residential and commercial zones identified above.

Increase the maximum lot coverage standard in RM-I and RM-II to 60%.

No changes are recommended to the maximum height in these zones.

Analysis: The zoning designations identified above currently permit, either outright or subject to certain limitations, “single family”, “two family” and “multiple family” uses and provide development standards for each. Based on staff and project team analysis and stakeholder feedback, three family and four family residential developments should be held to the same standards as single family and two family developments, such as building height, setbacks and lot coverage. In addition, three family and four family uses would have minimum requirements for building orientation (facing a street or common open space) and roof pitch. This could potentially be accomplished via the special use provisions of Chapter 700. The current requirement that three family and four family developments must meet multifamily design standards, such as inclusion of a parking lot, has the undesirable result of making these small residential developments stand out from existing neighborhoods, particularly when adjacent to RA or RS-zoned sites. Development of three family and four family projects in Salem has been limited in part due to the application of the design review standards and guidelines.

The current lot coverage standards for the RM-I and RM-II zones of 50% may limit the amount of housing provided on a site. An increase in the lot coverage maximum for these two zones would be compatible with the existing standard in the CO zone and the proposed reductions in off-street parking and on-site open space, freeing up additional site area to be used for residential development.

There were some concerns voiced about the impact of multistory multiple family projects adjacent to single-family development; however, no reduction to the height limits (currently 50 feet in the RM-II, CR and CO zones) is recommended. Instead, changes to the setbacks and buffering options are recommended to manage height transitions between abutting properties.

Chapter 631- Compact Development Overlay Zone

Existing: Overlay tool used to establish development standards to promote increased density infill development on vacant and underutilized Single Family Residential (RS) zoned land, in the form of a variety of housing types and in a manner that is consistent with, and conforms to, the established character of existing neighborhoods.

Proposed: The compact development overlay zone may need to be revised or replaced with a new zone, particularly regarding the development of three family and four family projects, and multifamily projects with 5 to 12 dwelling units.

Analysis: The Compact Development Overlay Zone is meant to provide flexibility but is rarely utilized. The overlay zone should be revised or replaced so that it aligns with the other proposed changes related to multifamily development. This could reduce barriers to infill housing development.

Chapter 702- Multiple Family Design Review Guidelines and Standards

Existing: The City’s multifamily design standards and guidelines consider open space, landscaping, crime prevention through environmental design, parking lot design, site access, circulation, building mass, façade design, and recycling. The 60+ design review standards and corresponding guidelines result in a

cumbersome review process for proposed multifamily developments. In general, little distinction is drawn between small (3 unit) developments and very large (100+ unit developments).

Proposed: Substantial changes are needed to Chapter 702 to implement changes to the way multifamily developments are reviewed and constructed in the City of Salem. Redundancies between the standards of Chapter 702 and elsewhere in the Code will be addressed. Recommended changes to this chapter include (but are not limited to):

- Delete the discretionary design review guidelines
- Exempt three family and four family structures from compliance with the multiple family design standards
- Limit the multifamily design review standards applicable to 5-12 unit multifamily projects, including provisions that would facilitate bungalow court or cottage cluster style developments. These limited design review standards may include:
 - A reduced per-unit requirement for off-street parking (based on the limited on-street parking impact smaller developments would have on the surrounding neighborhood)
 - A reduction in the minimum setbacks in exchange for a lower height limit
 - Requiring an entryway or courtyard facing the street, and some architectural details like window coverage and trim.
 - Potentially a shorter maximum building length (not 150 ft) and less roof line without interruption (less than 100 ft)
- **Revise the open space requirements to eliminate individual requirements for common open space, private open space and children's play areas and replace with a single standard for open space of 30% of an overall site provided through any mix of those elements, and add indoor or covered open space**
- For developments providing more than 20 dwelling units, require a minimum of 20% of residential units to have private open space
- Provide a 50% reduction in the on-site open space requirement if the site is within a one-quarter mile radius of a public park
- Reduce the minimum parking lot planter bay width from 18-feet to 9-feet consistent with the width of a standard parking space (Chapter 806- Off-Street Parking, Loading and Driveways requires a 5-foot minimum parking lot planter width)
- Remove requirement for spacing of 10-feet between pathways and dwelling
- Retain existing setback standards to reflect RM-I and RM-II setbacks where abutting RA and RS-zoned property (requiring landscaping to a C standard per Code Section 807.015):
 - 14-ft minimum for 1 story
 - 20-ft for 2- or more
 - 1:1 ratio of setback to building height, so the setback for a 50-foot building is 50 feet
- Setback reductions may be earned through additional buffering, including a mixture of trees, shrubs, groundcover and a minimum 6-foot-tall fence or wall
- No changes are proposed to building height requirements
- Balconies are not permitted overlooking property zoned RA or RS
- Refine façade and building design standards, clarifying the requirement to provide vertical and horizontal articulation. Language may include (this is subject to further refinement between staff and the consultant team):

Articulation Requirement. To preclude large expanses of uninterrupted wall surfaces, exterior elevations of buildings shall incorporate design features such as offsets, projections, balconies, bays, windows, entries, porches, porticos, or similar elements.

1. Horizontal Surface. At least 2 of the design features outlined above shall be incorporated along the horizontal face (side to side) of the structure, to be repeated at intervals of no more than 40 feet.
 2. Vertical Surface. At least 2 of the design features outlined above shall be incorporated along the vertical face (top to bottom) of the structure, to be repeated at intervals of no more than 25 feet.
 3. Every two attached dwelling units must be differentiated from adjacent attached units by at least two of the design features outlined above.
 4. When offsets and projections are used to fulfill articulation requirements, the offset or projection shall vary from other wall surfaces by a minimum of 2 feet. Such changes in plane shall have a minimum width of 6 feet.
 5. Retain requirement that common entrances serve no more than 4 dwelling units and require entrances to be articulated.
 6. Revise roof requirement to keep the maximum horizontal length of 100 feet, separated from other horizontal lengths by either an elevation difference of at least 4 feet or a chimney.
- Simplify recycling standards to only require protection against environmental elements, such as rain, and reference standards in Section 800.055 that address solid waste areas.

Analysis: The design review guidelines will no longer be necessary or useful based on the code changes proposed to Chapter 250, allowing adjustments to the design review standards. Three family and four family developments will be exempted from the design review standards, as discussed previously. Proposed changes to open space, parking, setbacks, façade and building design, and recycling standards are balanced between the need to reduce barriers to multifamily development and the need to limit the impact of the project on adjacent properties.

Chapter 806- Off-Street Parking, Loading, and Driveways

Existing: The code currently requires two (2) off-street parking spaces for three family dwellings and one and one-half (1.5) off-street parking spaces for all other multiple family developments.

Proposed: The minimum number of required parking spaces for two family, three family, four family and multiple family developments with 5-12 dwelling units and regulated affordable housing of any type is 1 space per dwelling unit. The minimum number of required parking spaces for multiple family developments with greater than 12 dwelling units is based on the unit type: 1 per dwelling unit for SRO, studio and one-bedroom units, 1.5 per dwelling unit for two- or more bedroom units.

Credits to the required minimum number of off-street parking spaces are available for multiple family housing projects for: on-street parking, location near the core transit network and provision of shared cars or on-site shuttle service. Total credits could not exceed a 25% reduction in required off-street parking.

Analysis: The on-street parking requirements have been identified as one of the larger impediments to building multifamily housing in Salem, particularly small- and medium-sized developments. Parking is also

identified by neighborhood associations as being one of the major issues with multifamily developments, both unattractive parking lots on the development site and spillover parking into the neighborhoods. The proposed code changes strive to balance the need to provide a reasonable amount of parking on-site (both to serve the development's residents and to limit impacts on the surrounding neighborhood) with the need to reduce barriers to providing multifamily housing.

Next Steps:

The project team will present these draft recommendations to the city at a public workshop on February 27, 2019. Feedback received from this outreach effort will guide further refinement of these recommendations. Another public meeting will then be scheduled to present the refined recommendations.



March 24, 2021

Brandon Pike
Planner I
City of Salem Planning Division
555 Liberty Street SE, Room 305
Salem, OR 97301



RE: Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit (File Numbers not Provided) Completeness Response

Dear Brandon:

Please accept this letter and the accompanying materials as our complete response to the City's February 12, 2021 determination that our application was incomplete. We believe the materials provided herein fully respond to the items outlined in the City's letter and provide the necessary basis to deem the application complete. We look forward to continuing to work with City staff on any issues, as necessary, during the review and approval process.

Our responses to the incompleteness items are as follows:

Completeness Items

1. Deed. Please provide a copy of the current property deed.

Response: A copy of the most current property deed has been submitted. This item is complete.

2. Signing Authority. Please provide proof, through the articles of organization for the LLC, for instance, that Jordan Schweiger and Jeff Starkey have the authority to sign the application on behalf of the property owner, 1610 Lancaster Dr SE LLC.

Response: Articles of Organization for the LLC have been provided showing Jeff Starkey has authority to sign the application as the owner.

3. Street Trees. SRC 220.005(e)(1)(A)(ix) requires the location of proposed street trees to be shown on the site plan. The submitted landscaping plan shows street trees along the 40th Place frontage, but not along Lancaster Drive.

Response: The Application does not propose street improvements, including new street trees, along the site's Lancaster Drive SE frontage. In this case, the City has asked the Applicant to remove an existing vehicle access to Lancaster Drive SE, add a new vehicle access to the site at 40th Place SE, establish a special building setback along the site's Lancaster Drive SE frontage (to accommodate future widening of this facility), and has asked that the Applicant improve the site's frontage along 40th Place SE to their local street standard. For these reasons, we believe the City's authority to mandate new street trees is limited to the site's 40th Place SE frontage.

4. Vision Clearance. The proposed driveway does not meet vision clearance standards in relation to improvements on the property to the south. The applicant shall either: (1) re-locate the driveway to meet vision clearance standards found in SRC Chapter 805, or (b) apply for a Class 2 Adjustment

pursuant to SRC 805.015 and provide findings showing how the proposed driveway meets approval criteria.

Response: The revised application includes a Class 2 Adjustment to the vision clearance area to place the required 50-foot leg described under SRC 805.005(b)(1)(B) at the curb line of the intersecting street (40th Place SE) instead of at the front property line as illustrated in Figure 805-5. The purpose of the vision clearance triangle is to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways. Placing the vision clearance triangle at the edge of the travel lane equally meets the purpose of the standard because it ensures that the vehicles using the travel lanes on 40th Place SE are visible to the vehicle operators using the driveway. Other jurisdictions typically place vision triangles at the travel lanes in this fashion. With the included adjustment, this standard is met.

Other Items

- *Landscaped Setbacks: The proposed development triggers landscaping throughout the site—not just around the proposed building. Additional landscaping, meeting the current landscape standards of the RM-II zone and Chapter 807, is required on the western portion of the site. Note: Type C landscaping requires a 6-foot-tall fence or wall, which the RM-II zone will require along the north and south property lines. The proposed plans appear to only show this in the southeast portion of the site.*

Response: The Applicant's landscape architect has reviewed the landscaping on the unimproved portion of the site and confirmed that the existing landscaping meets the minimum plant units required per the Type C landscaping standard within the interior zone-to-zone setbacks and the Type A landscaping standard for the remaining areas. The Type C landscape standard is met with an existing fence along the northern portion of the property. The plans have been revised to extend the fence west along the southern property line to the building setback along Lancaster Drive SE, measured from the special setback line. The revised fence placement ensures screening between buildings on the subject site and the property to the south and preserves access to the shared driveway for the neighbor to the south. With these revisions, the application satisfies the Type C Landscape standard.

- *Multi-family Design Standards: The proposal does not appear to meet the following standards:
SRC 702.015(a)(1)(A): The required 20x20 common open space area cannot fall within required setbacks, as a portion of this space contains required landscaping.*

Response: SRC 702.015(a)(1)(A) does not prohibit the placement of common open space in a required yard setback nor does it prohibit common open space from including landscaping (either required landscaping or voluntary landscaping). This standard is met with the application as submitted.

The previous version of Salem's Multiple Family Design Review Guidelines and Standards did include a standard limiting the portion of common open space located in a perimeter setback to not more than 50%. This standard was repealed and replaced, in its entirety, by the current standard with the passage of Ordinance No. 1-20.

SRC 702.015(a)(1)(A) is met as submitted.

SRC 702.015(a)(1)(B): *All private open space must meet the size and dimension standards set forth in Table 702-1. Ground-floor dwelling units have a minimum open space area size of 96 square feet. The proposal includes 72-square-foot decks/patios on the ground floor.*

Response: SRC 702.015(a)(1)(B) requires private open space to meet these dimensional requirements only in those cases where the Applicant is using private open space to count toward meeting the total open space requirements. This application does not rely on private open space to meet the common open space requirement; therefore, these dimensional requirements do not apply to the private open space areas.

The previous individual requirement for private open space was repealed under Ordinance No. 1-20 and replaced by the current standard. Please refer to the included Salem Multifamily Housing Design Review Code Update, Draft Code Recommendations for clarification of this policy intent.

SRC 702.015(c)(2): *This can be conditioned within the decision, but the plans are not clear as to how the proposed 6-plex or the existing home will meet this lighting standard.*

Response: The standard will be met with wall-mounted lighting on the new 6-plex and existing wall-mounted lighting on the existing home. The Applicant can meet this standard as a condition, with compliance to be verified with the building permit.

SRC 702.015(d)(1): *The proposed off-street parking area is located partially in front of the proposed 6-plex in relation to 40th Place.*

Response: SRC 702.015(d)(1) states that, "off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures." The Preliminary Plans show the parking area is beside (south of) the 6-plex building. Further, SRC 702.015(d)(1) states that, "off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street." The Preliminary Plans show the parking area is not located between the 6-plex and 40th Place SE. SRC 702.015(d)(1) is met as submitted.

SRC 702.015(d)(2): *Two pedestrian pathways do not meet the minimum width of 5 feet for pedestrian pathways: 1) The existing pathway which connects the existing dwelling to the proposed 6-plex, parking area, the common open space, and to Lancaster Drive; and 2) The pathway along the western side of the proposed 6-plex.*

Response: SRC 702.015(d)(2) does not specify a 5-foot minimum path width for multiple family development. The 5-foot-wide minimum paved pedestrian walkway required under SRC 806.035(c)(4) is met for the walkway between the parking area and the building. The 5-foot-wide minimum paved pedestrian walkway standard under SRC 800.065(b)(1)(A) does not apply to multiple family developments per SRC 800.065. The pathway dimensional requirements are met as submitted.

SRC 702.015(e)(4): The proposal does not include a porch or architecturally defined entry area for each ground floor unit. The proposed patios on the north side of the building do not count toward this standard.

Response: In the event that the City cannot find that portico over the common entry area on the south facing elevation provides an architecturally defined entry area for the ground floor units, additional architectural definition can be provided at the northern entries. This criterion can be met.

SRC 702.015(e)(4): Additionally, this standard limits shared porches or entry areas to be provided to not more than four dwelling units. The proposal includes one entry area leading to all six units in the proposed 6-plex.

Response: The first sentence of SRC 702.015(e)(4) reads “A porch or architecturally defined entry area shall be provided for each ground level dwelling unit.” The language in the introductory sentence appears to establish that the standard is intended to apply to ground floor dwelling units. Therefore, the City can find that the standard is met with the portico over the common entry area providing the required architectural definition to the two ground-floor dwelling units. This interpretation is consistent with findings in Application No. 20-112374-DR, where City staff recommended approval of, and Planning Commission affirmed, four common entrances shared between five ground floor dwelling units and 14 total units on all floors of the building. In this case, each one of the approved common entrances was shared between all 14 units. If the standard were intended to apply to more than ground floor units, the approved project would not meet the standard as it is now being interpreted in this letter. Therefore, staff can find that the shared entrance with the differentiated portico meets the standard by applying the same interpretation to this proposal.

If staff does not concur with previous interpretations of this standard, architectural definition can be provided for the individual ground floor entrances on the north side of the building. With the additional architectural definition provided, the ground floor units will not rely on the common entry to meet the architectural requirements under SRC 702.015(e)(4). Then the differentiated portico at the common entrance is only needed to meet the requirement for the remaining four dwelling units and the proposal meets this articulation requirement under the standard.

Bicycle Parking Location: The proposed site plan indicates two bike parking spaces will be provided under stairs within the proposed building’s footprint. In the past, this has posed challenging in terms of meeting building codes. The applicant is advised to confirm with the Building and Safety Division if this will be allowed. If not allowed, the spaces will need to be relocated.

Response: The two bike parking areas under the stairs have been moved to the outdoor parking area on the revised plans.

Trash enclosure detail: If the proposed trash enclosure requires building permits, a minimum 5-foot setback would be required between the enclosure and adjacent vehicle use area. Please confirm if building permits will be required for the trash enclosure.

Response: Applicant has confirmed with Salem Building Services that the trash enclosure will not require a permit. Subsequently, a 5-foot setback is not required.

Solid Waste Receptacle Type: The proposal does not include a turnaround for a vehicle to access the solid waste service area, but shows an area on-site for garbage trucks. If garbage trucks are intended to access the site, a turnaround will be required. Otherwise, solid waste will need to be collected using roll-carts. Please revise the plans and/or written statement to address this.

Response: The Applicant contacted Republic Services, the solid waste collection franchisee, and had them review the configuration of the vehicle access area shown on the revised plans. The franchisee confirmed that the configuration of the vehicle operation area is acceptable and provides their ingress/egress needs. Furthermore, they concurred that the configuration shown in the plans does provide a direct approach into position for operation of the service vehicle. SRC 800.055(f)(1)(E) applies "in the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle." Because the proposal provides access to the vehicle operation area with a direct approach into position for operation of the service vehicle, this standard does not apply, and a turnaround is not required.

Thank you for reviewing our application. We believe these additional clarifications and plan revisions completely respond to the items included in your February 12, 2021 incompleteness letter. Please contact me if you require any additional information.

Sincerely,

AKS ENGINEERING & FORESTRY, LLC



Curt Fisher
3700 River Road N, Suite 1
Keizer, OR 97303
(503) 400-6028 | fisherc@aks-eng.com

Submitted Materials:

Revised Application Narrative
Revised Preliminary Plans
Articles of Organization for the LLC
Salem Multifamily Housing Design Review Code Update, Draft Code Recommendations

Exhibit E: Property Ownership

REEL 4332 PAGE 272
MARION COUNTY
BILL BURGESS, COUNTY CLERK
05-11-2020 12:16 pm.
Control Number 600085 \$ 91.00
Instrument 2020 00024154

GRANTORS

Jeffrey F. Starkey
Terence H. Young, Trustee
Joshua D. Young, Trustee

GRANTEE

1610 Lancaster Drive SE, LLC
An Oregon limited liability company

SEND TAX STATEMENTS & RECORDING TO:

1610 Lancaster Drive, LLC
2350 Timothy Drive NW
Salem, OR 97304

QUITCLAIM DEED

Jeffrey F. Starkey, Terence H. Young, as Trustee of the Terence H. Young Revocable Living Trust u/a/d August 1998, and Joshua D. Young, as Trustee of the Young Family Trust u/a/d November 2018, Grantors, release and quitclaim unto 1610 Lancaster Drive SE, LLC, an Oregon limited liability company, Grantee, all right, title, and interest in and to the following real property commonly known as 1610 Lancaster Drive SE, Salem, 97301, in Marion County, State of Oregon (the "property"), *to wit*:

Beginning in the center of Lancaster Drive in Township 8 South, Range 2 West of the Willamette Meridian in Marion County, Oregon, at a point in which is 1368.18 feet North 0° 36' East and 3399.20 feet North 80° 06' 30" East and 935.27 feet North 17° 0' West from the Southwest corner of the Benjamin Munkes Donation Land Claim No. 52 in said Township and Range; thence North 80° 13' East 228.89 feet; thence North 16° 43' West 89.28 feet; thence South 80° 13' West 229.42 feet to the center of the said Lancaster Drive; thence South 17° 0' East 90.00 feet to the place of beginning.

Save and except a 30.0 foot strip off of the West side of the above described tract of land, same being a portion of the present Lancaster Drive.

Also save and except the Easterly 1.0 foot thereof.

Further save and except all that portion of the above described property conveyed to the City of Salem by deed recorded July 14, 2003 in Reel 2158, Page 335, Microfilm Records, Marion County, Oregon.

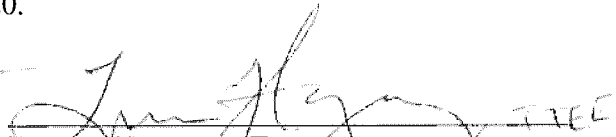
The true consideration for this conveyance is \$0.00.


TJ JAY JFS

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSONS RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED this 1st day of May, 2020.

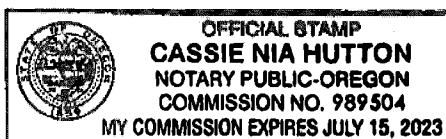

Jeffrey F. Starkey



Terence H. Young, Trustee
of the Terence H. Young Revocable Living Trust
u/a/d August 1998


Joshua D. Young, Trustee
of the Young Family Trust
u/a/d November 2018

STATE OF OREGON)
) ss.
County of Marion)

On this 1st day of May, 2020, personally appeared before me the above-named Jeffrey F. Starkey, Terence H. Young, Trustee of the Terence H. Young Revocable Living Trust u/a/d August 1998, and Joshua D. Young, as Trustee of the Young Family Trust u/a/d November 2018, and acknowledged the foregoing instrument to be their voluntary act and deed.




Notary Public for Oregon
My commission expires: 7/15/2023

TM JOY SB

REEL: 4332

PAGE: 272

May 11, 2020, 12:16 pm.

CONTROL #: 600085

State of Oregon
County of Marion

I hereby certify that the attached
instrument was received and duly
recorded by me in Marion County
records:

FEE: \$ 91.00

**BILL BURGESS
COUNTY CLERK**

THIS IS NOT AN INVOICE.

ARTICLES OF ORGANIZATION



Corporation Division
www.filinginoregon.com

E-FILED
Apr 03, 2020
OREGON SECRETARY OF STATE

REGISTRY NUMBER

166078791

TYPE

DOMESTIC LIMITED LIABILITY COMPANY

1. ENTITY NAME

1610 LANCASTER DRIVE SE, LLC

2. MAILING ADDRESS

2350 TIMOTHY DR NW
SALEM OR 97304 USA

3. PRINCIPAL PLACE OF BUSINESS

1610 LANCASTER DR SE
SALEM OR 97317 USA

4. NAME & ADDRESS OF REGISTERED AGENT

JEFFREY F STARKEY

2350 TIMOTHY DR NW
SALEM OR 97304 USA

5. ORGANIZERS

JEFFREY F STARKEY

2350 TIMOTHY DR NW
SALEM OR 97304 USA

TERENCE H YOUNG

1231 DOAKS FERRY RD NW
SALEM OR 97304 USA

JOSHUA D YOUNG

1231 DOAKS FERRY RD NW
SALEM OR 97304 USA

6. INDIVIDUALS WITH DIRECT KNOWLEDGE

JEFFREY F STARKEY

2350 TIMOTHY DR NW
SALEM OR 97304 USA

TERENCE H YOUNG



1231 DOAKS FERRY RD NW
SALEM OR 97304 USA

JOSHUA D YOUNG

1231 DOAKS FERRY RD NW
SALEM OR 97304 USA

7. INITIAL MEMBERS/MANAGERS

MEMBER

JEFFREY F STARKEY

2350 TIMOTHY DR NW
SALEM OR 97304 USA

MEMBER

TERENCE H. YOUNG REVOCABLE LIVING TRUST

1231 DOAKS FERRY RD NW
SALEM OR 97304 USA

MEMBER

YOUNG FAMILY TRUST

1231 DOAKS FERRY RD NW
SALEM OR 97304 USA

MANAGER

JEFFREY F STARKEY

2350 TIMOTHY DR NW
SALEM OR 97304 USA

8. DURATION

PERPETUAL

9. MANAGEMENT

This Limited Liability Company will be manager-managed by one or more managers

10. OPTIONAL PROVISIONS

The company elects to indemnify its members, managers, employees, agents for liability and related expenses under ORS 63.160 to 63.170.



I declare, under penalty of perjury, that this document does not fraudulently conceal, fraudulently obscure, fraudulently alter or otherwise misrepresent the identity of the person or any officers, managers, members or agents of the limited liability company on behalf of which the person signs. This filing has been examined by me and is, to the best of my knowledge and belief, true, correct, and complete. Making false statements in this document is against the law and may be penalized by fines, imprisonment, or both.

By typing my name in the electronic signature field, I am agreeing to conduct business electronically with the State of Oregon. I understand that transactions and/or signatures in records may not be denied legal effect solely because they are conducted, executed, or prepared in electronic form and that if a law requires a record or signature to be in writing, an electronic record or signature satisfies that requirement.

ELECTRONIC SIGNATURES

NAME

JEFFREY F STARKEY

TITLE

ORGANIZER

DATE SIGNED

04-03-2020

NAME

TERENCE H YOUNG

TITLE

ORGANIZER

DATE SIGNED

04-03-2020

NAME

JOSHUA D YOUNG

TITLE

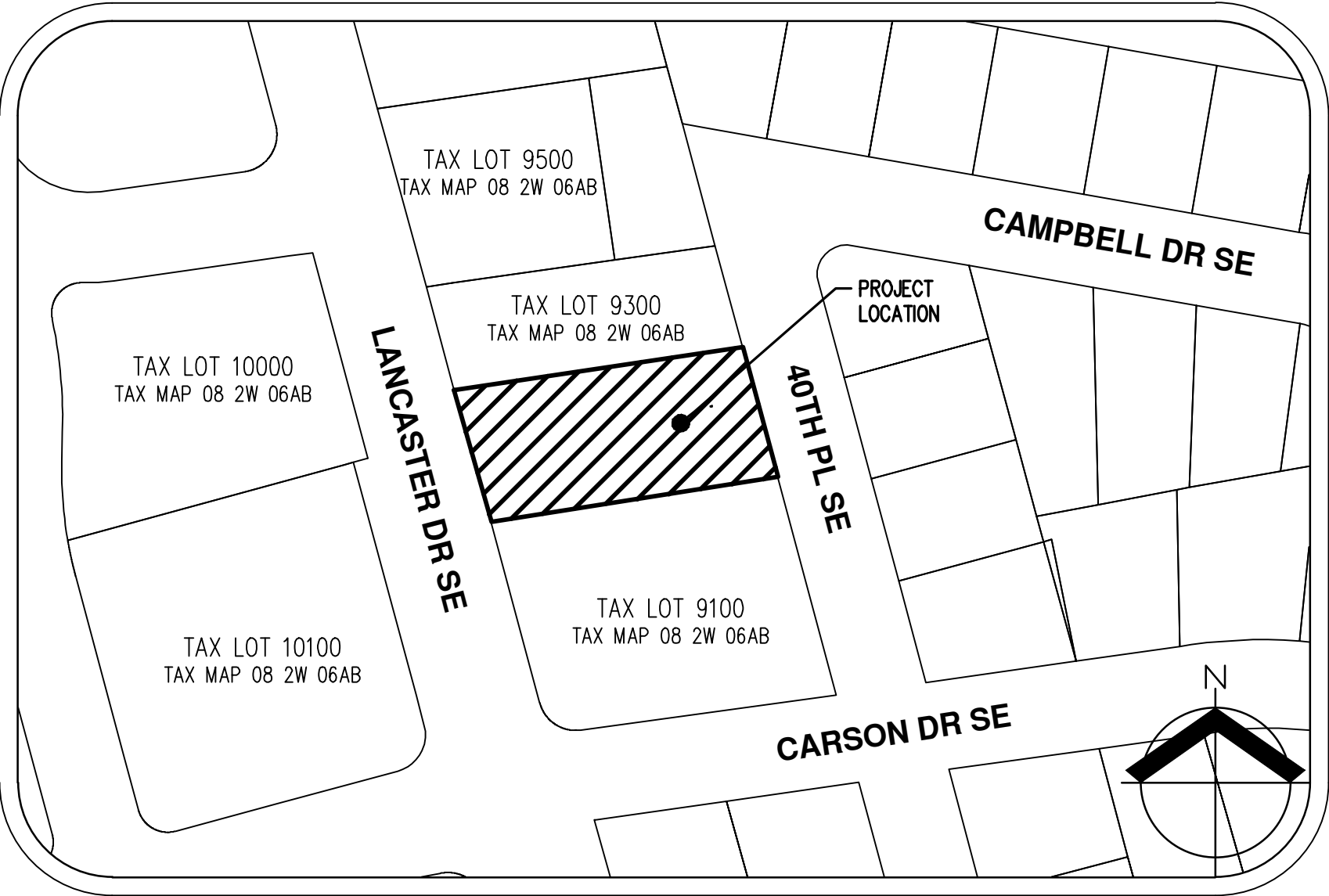
ORGANIZER

DATE SIGNED

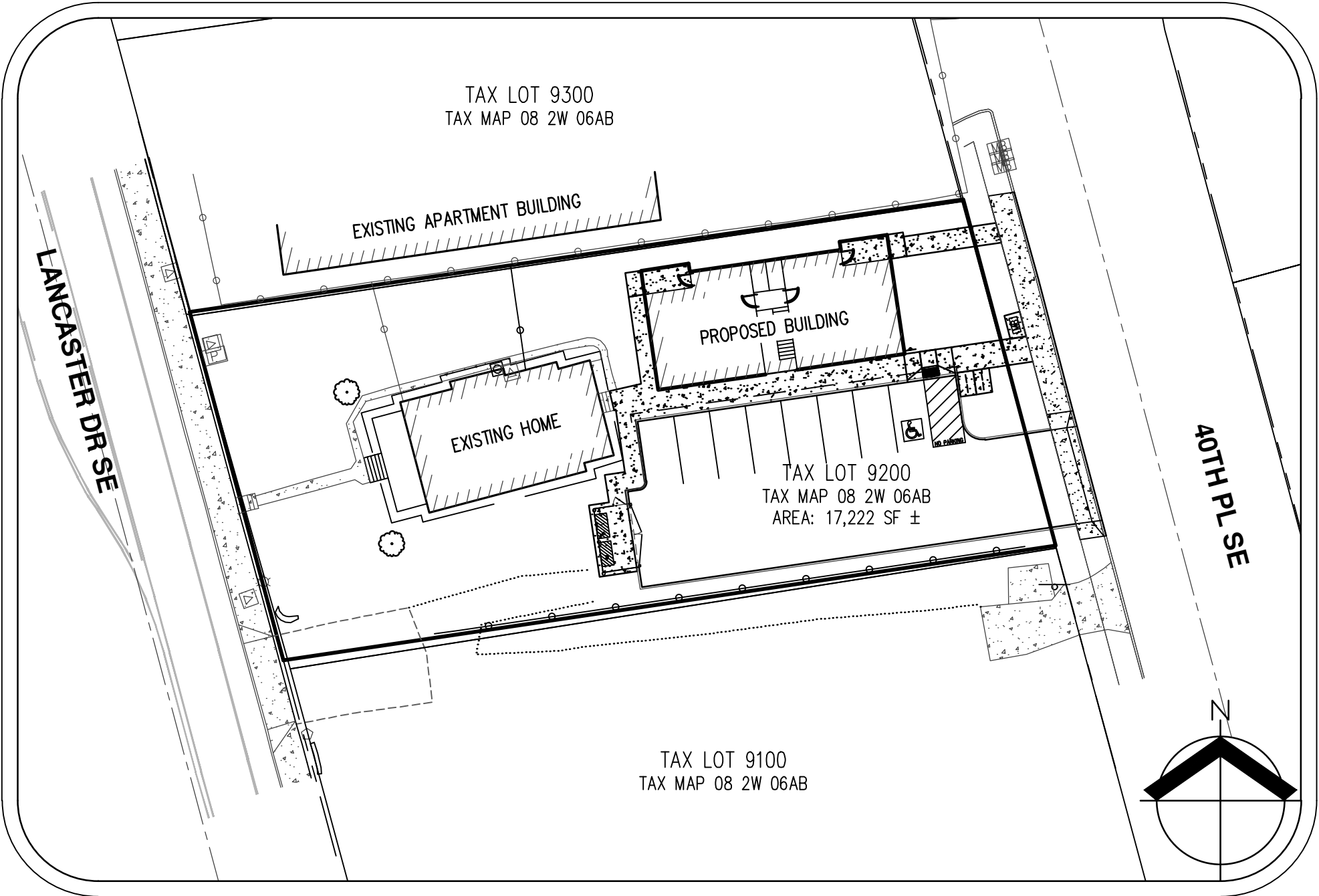
04-03-2020

1610 LANCASTER DR SE

PRELIMINARY PLANS - FOR SITE PLAN REVIEW



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
DECIDUOUS TREE		STORM DRAIN CLEAN OUT	
CONIFEROUS TREE		STORM DRAIN CATCH BASIN	
FIRE HYDRANT		STORM DRAIN AREA DRAIN	
WATER BLOWOFF		STORM DRAIN MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		UTILITY POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	
MAILBOX		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING

PROPOSED

RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE		
OVERHEAD WIRE		
COMMUNICATIONS LINE		
FIBER OPTIC LINE		
GAS LINE		
STORM DRAIN LINE		
SANITARY SEWER LINE		
WATER LINE		

PROPERTY DESCRIPTION:

MARION COUNTY TAX MAP 08 2W 06AB
TAX LOT 9200
CITY OF SALEM, OREGON

ADDRESS:

1610 LANCASTER DR SE
SALEM, OREGON 97317

VERTICAL DATUM

ELEVATIONS ARE BASED ON NGS
BENCHMARK QE1456, LOCATED AT 2510
TURNER ROAD SOUTHEAST. ELEVATION
= 209.10 FEET (NAVD88) THEN
ADJUSTED TO NGVD29 WITH A VERTICON
SHIFT OF -3.36 FEET, SETTING THE
NGVD29 ELEVATION AT 205.74 FEET.

LAND USE PLANNING / CIVIL ENGINEERING / LANDSCAPE ARCHITECTURE / SURVEYING FIRM

AKS ENGINEERING & FORESTRY, LLC
CONTACT: ZACH PELZ, AICP
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM

APPLICANT

GOOD WELL CONSTRUCTION, INC.
2825 FOXHAVEN DR SE
SALEM, OR 97306

BUILDING DESIGNER

GREG LARSON DRAFTING & DESIGN
CONTACT: GREG LARSON
289 E ELLENDALE AVE, STE 602
DALLAS, OR 97338
PH: 503.364.8577

EXISTING CONDITIONS:

1 SINGLE FAMILY RESIDENTIAL HOME

PROJECT PURPOSE:

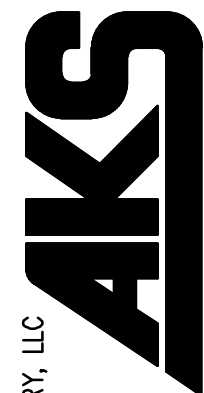
CONSTRUCTION OF A NEW 7 UNIT MULTI-FAMILY
HOUSING DEVELOPMENT WITH ASSOCIATED
PARKING, LANDSCAPING, AND UTILITIES.

CIVIL SHEET INDEX

C001	PRELIMINARY COVER SHEET
C002	EXISTING CONDITIONS PLAN
C100	PRELIMINARY SITE PLAN
C200	PRELIMINARY GRADING AND DRAINAGE PLAN
C300	PRELIMINARY UTILITY PLAN
L100	PRELIMINARY LANDSCAPE PLAN

ARCHITECTURAL SHEET INDEX

A1	ELEVATIONS
A2	1ST & 2ND FLOOR PLAN
A3	FOUNDATION AND ROOF
A4	3RD FLOOR PLAN
A5	SECTIONS



AKS ENGINEERING & FORESTRY, LLC
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM

ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE

PRELIMINARY COVER SHEET
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON



JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	TDR
DRAWN BY:	SLZ/KNU
CHECKED BY:	RCW

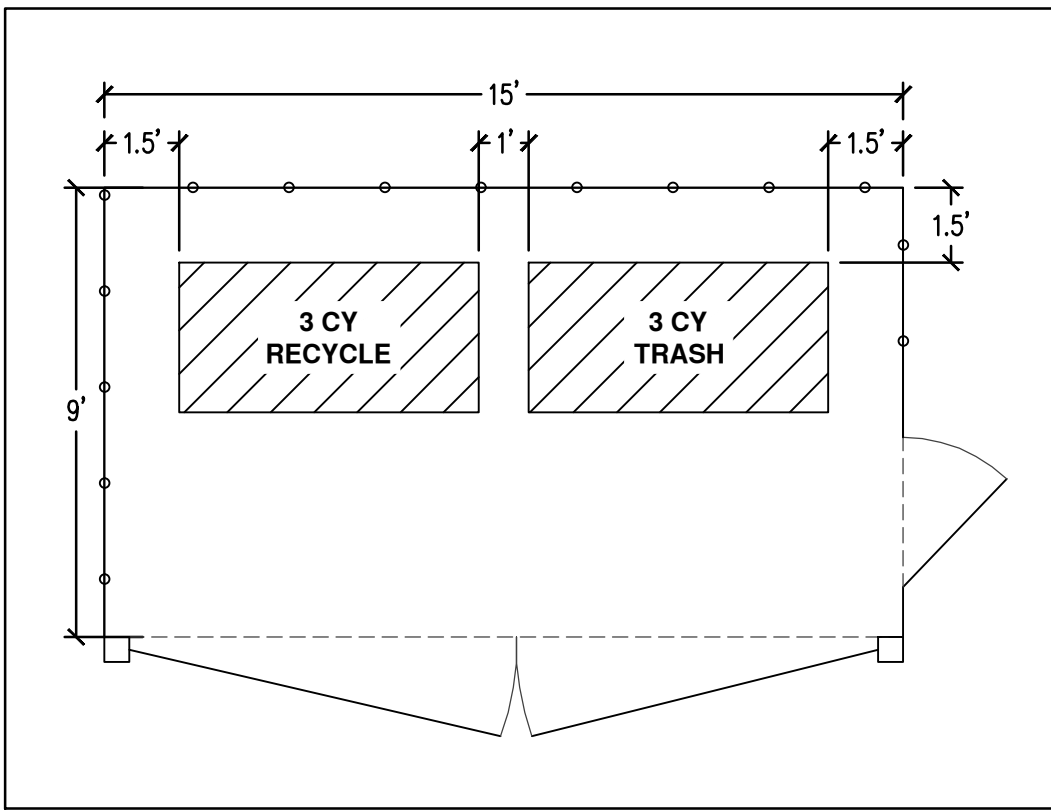
C001



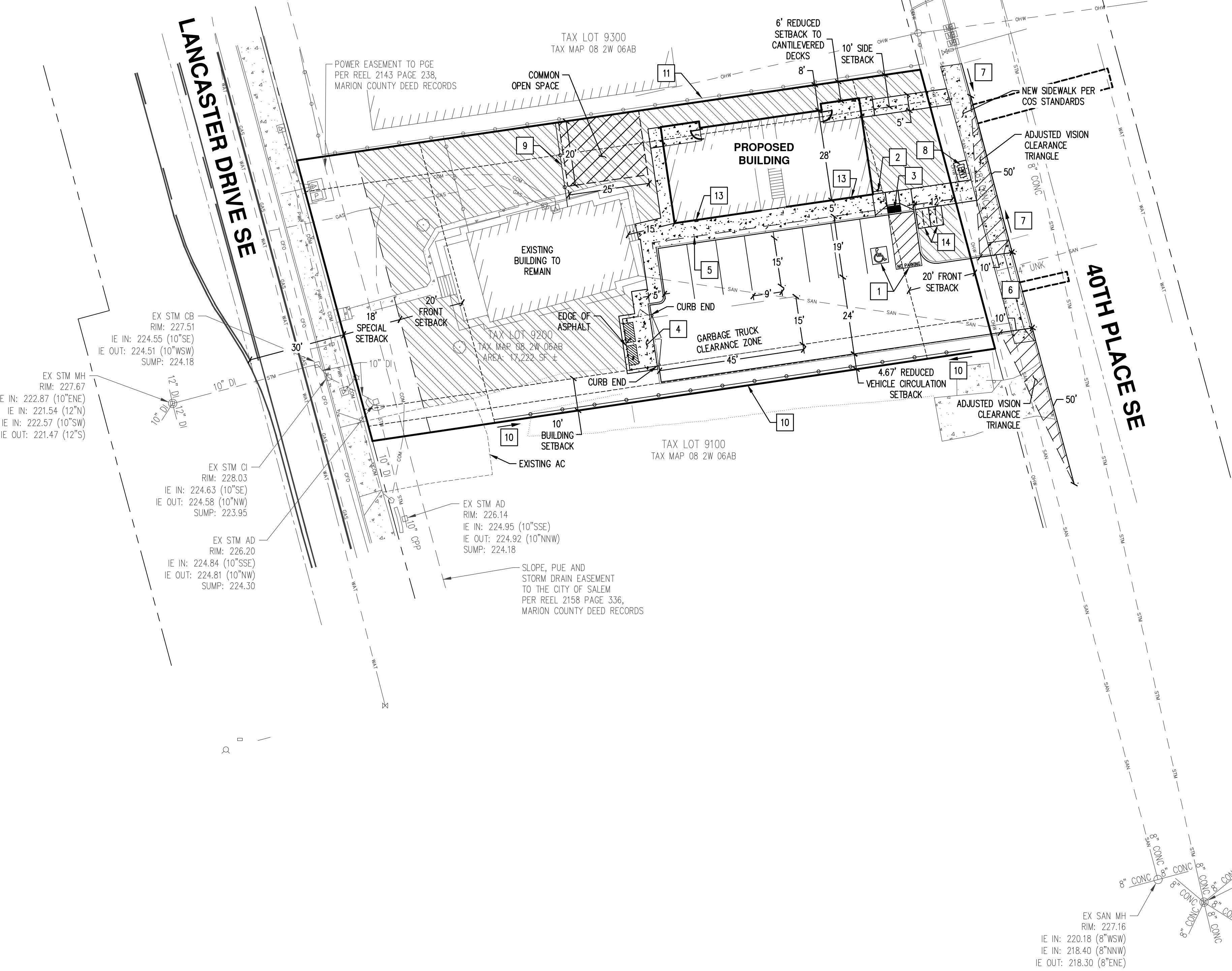
- | | |
|--|-----|
| DESIGNED BY: | |
| DRAWN BY: | JB |
| MANAGED BY: | JFS |
| CHECKED BY: | NSW |
| DATE: 06/30/2020 | |
| <div style="border: 1px solid black; padding: 10px; text-align: center;"> REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

 OREGON
 JANUARY 1, 2007
 NO. WHITE
 70652LS
 RENEWS: 6/30/22 </div> | |
| REVISIONS | |
| SEWER REV - 01/05/2021 | |

SHEET
C002



TRASH ENCLOSURE DETAIL
NTS



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
GROSS FLOOR AREA = 1,359± SF
HEIGHT = UNKNOWN

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
GROSS FLOOR AREA = 4,428 (1,476 SF/FLOOR)
HEIGHT = 33.5'

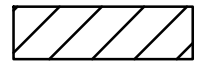

LOT COVERAGE SUMMARY:

BUILDING COVERAGE =	3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) =	5,600± SF
LANDSCAPED AREAS =	8,437± SF
% IMPERVIOUS AREA =	51%
% PERVIOUS AREA =	49%

OPEN SPACE SUMMARY:

COMMON OPEN SPACE REQUIRED =	500 SF WITH 20' MINIMUM DIMENSION
COMMON OPEN SPACE PROVIDED =	500 SF
GROSS OPEN SPACE REQUIRED =	3,445 SF (20% OF GROSS SITE AREA)
GROSS OPEN SPACE PROVIDED =	5,505± SF (31% OF GROSS SITE AREA)

OPEN SPACE LEGEND:

 COMMON OPEN SPACE PROVIDED
 GROSS OPEN SPACE PROVIDED

PARKING SUMMARY:

OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES
TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES
(INCLUDES 1 ACCESSIBLE STALL AND 2 COMPACT STALLS)

BICYCLE PARKING REQUIRED = 4 SPACES

BICYCLE PARKING PROVIDED = 4 SPACES

SETBACK SUMMARY:

SPECIAL SETBACK (LANCASTER DRIVE) 48' FROM CL = 18'

FRONT SETBACK (LANCASTER DRIVE) = 20'

FRONT SETBACK (40TH PLACE) = 20'

SIDE SETBACKS (NORTH/SOUTH) = 10'

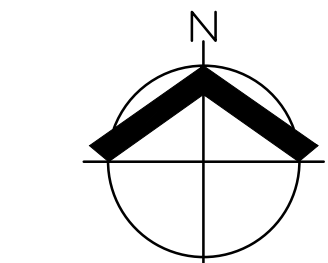
REDUCED SETBACKS:

SIDE SETBACK (NORTH) = 6'

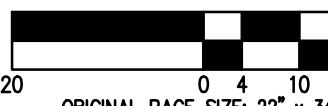
SIDE SETBACK (SOUTH) = 4.67' (VEHICLE CIRCULATION)

KEYED NOTES:

- ACCESSIBLE STALL AND ACCESSIBLE STRIPING
- ACCESSIBLE PARKING SIGN
- PEDESTRIAN CURB RAMP
- TRASH ENCLOSURE
- 2' BUMPER OVERHANG
- COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARDS
- 6' SIDEWALK PER CITY STANDARDS. CURB TO REMAIN
- MAILBOX PER USPS REQUIREMENTS
- 4' CHAIN LINK FENCE
- 6' SITE OBSCURING FENCE 1' NORTH OF PROPERTY LINE
- SITE OBSCURING FENCE AT PROPERTY LINE TO REMAIN
- NOT USED
- WALL PACK LIGHT WITH SHIELDING PER CITY STANDARDS
- STAPLE BIKE RACK ON 6' X 8' CONCRETE PAD



SCALE: 1"= 20' FEET

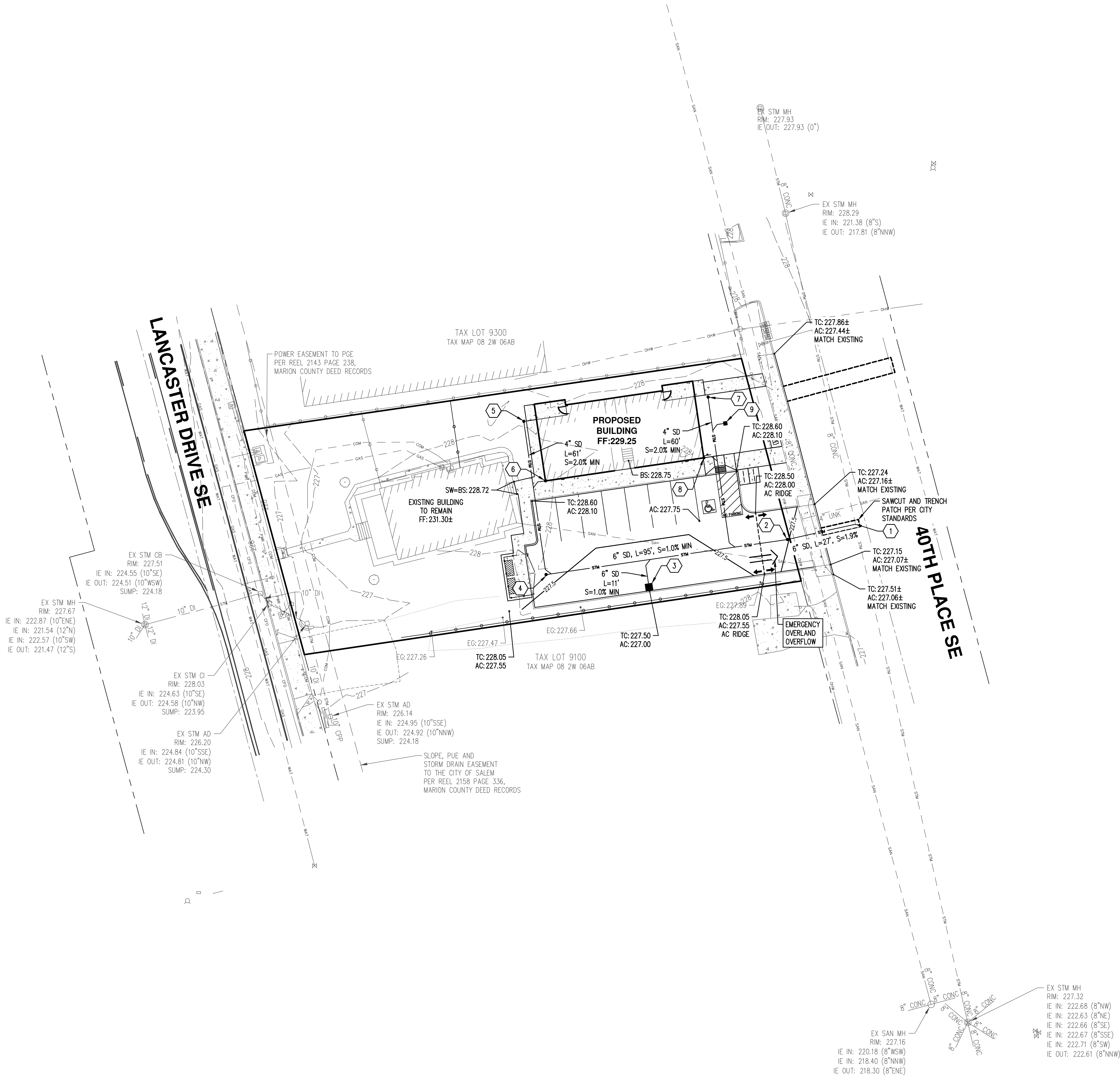


**PRELIMINARY SITE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**



JOB NUMBER: 8106
DATE: 03/22/2021
DESIGNED BY: TDR
DRAWN BY: SLZ/KNU
CHECKED BY: RCW

C100

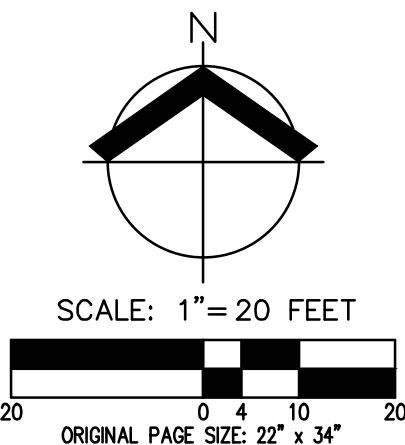


- STORM DRAIN (SD) KEYED NOTES:**
- CONNECT TO EXISTING 8" SD MAIN WITH NEW 6" LATERAL
EX. 8" IE: 221.86
 - SD CLEANOUT (CO) AT PROPERTY LINE
6" IE: 223.34
 - SD CATCH BASIN (CB)
RIM: 227.00
6" IE: 224.00
 - SD CO
6" IE: 224.29
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 225.75
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 225.75, L=6', S=2.0% MIN
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 224.75
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 225.75, L=6', S=2.0% MIN
 - AREA DRAIN WITH 4" SD LATERAL
RIM: 227.75
IE: 224.75, L=6', S=2.0% MIN

ABBREVIATIONS:

PROPOSED:
FF: FINISHED FLOOR ELEVATION
AC: ASPHALT CONCRETE ELEVATION
TC: TOP OF CURB ELEVATION
BS: BOTTOM OF STAIR ELEVATION
SW: SIDEWALK ELEVATION

NOTE:
PROPOSED DEVELOPMENT RESULTS IN LESS THAN 10,000 SF OF NEW/REPLACED IMPERVIOUS AREA AND THEREFORE IS NOT CONSIDERED A LARGE PROJECT PER CITY OF SALEM DESIGN STANDARDS AND DOES NOT REQUIRE STORMWATER FLOW CONTROL/DETENTION.

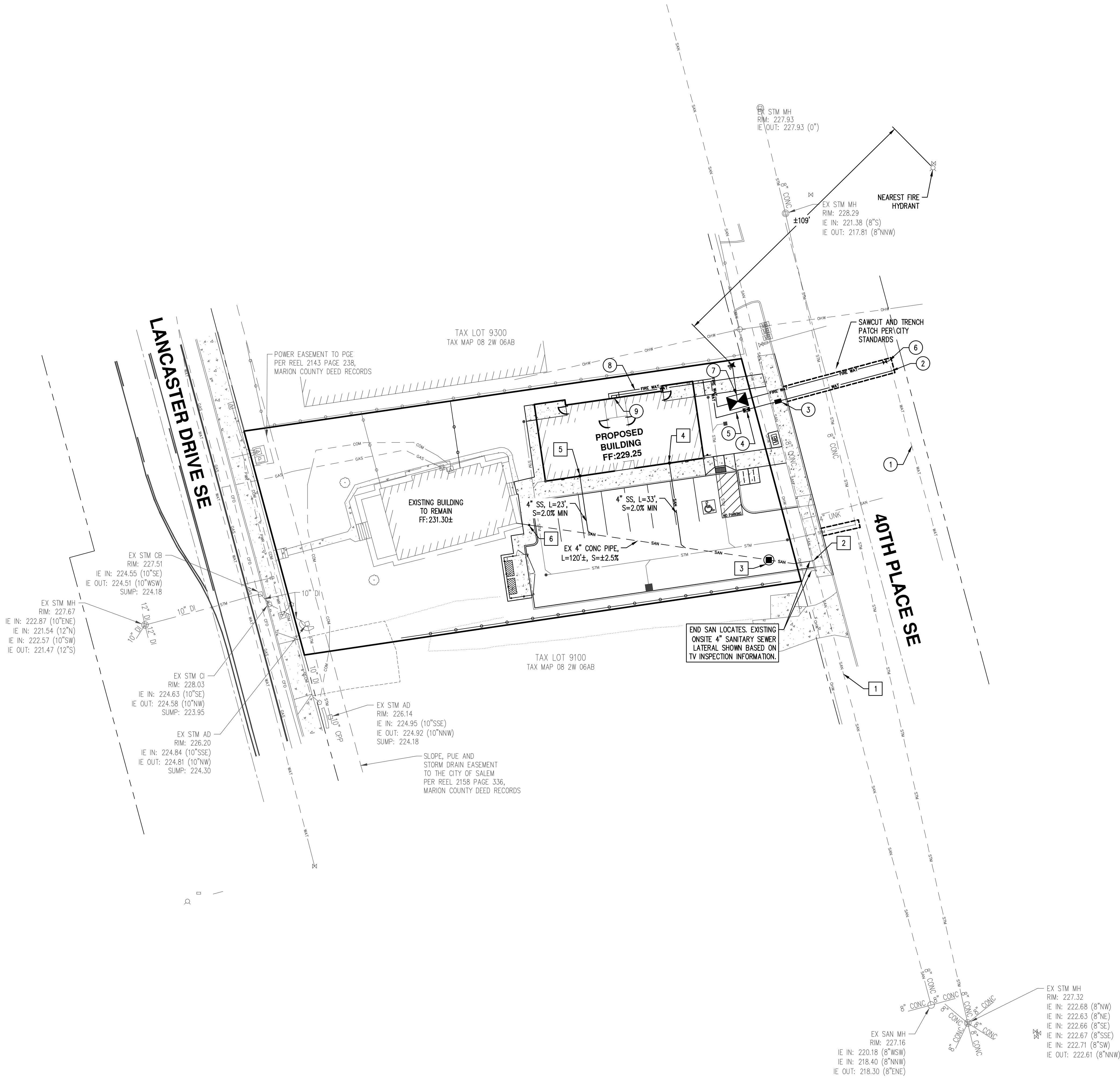


**PRELIMINARY GRADING AND DRAINAGE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**



JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	TDR
DRAWN BY:	SLZ/KNU
CHECKED BY:	RCW

C200

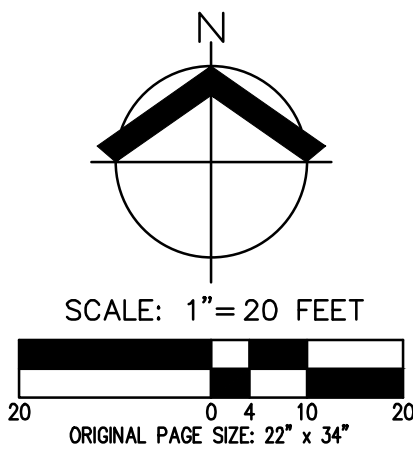


WATER AND FIRE KEYED NOTES: #

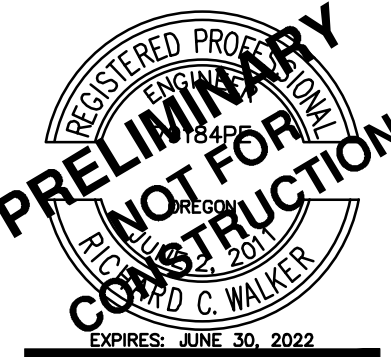
1. EXISTING 6" DI PUBLIC WATER MAIN PER CITY AS-BUILT INFORMATION
2. 2" DOMESTIC WATER SERVICE
3. 1.5" WATER METER
4. 2" DOUBLE CHECK ASSEMBLY
5. 2" DOMESTIC WATER SERVICE TO BUILDING
6. NEW FIRE SERVICE
7. DOUBLE CHECK DETECTOR ASSEMBLY WITH FDC
8. FIRE SERVICE TO BUILDING
9. DOMESTIC WATER AND FIRE SERVICE CONNECTION AT BUILDING.

SANITARY SEWER (SS) KEYED NOTES: #

1. EXISTING 8" CONC. PUBLIC SS MAIN
2. 4" SEWER LATERAL CONNECTION AT MAIN
8" IE:219.12±
3. MONITORING MANHOLE PER CITY STANDARDS
4. 4" SS LATERAL WITH CO AT BUILDING
IE:224.25
5. 4" SS LATERAL WITH CO AT BUILDING
IE:224.25
6. NEW CO OVER EXISTING 4" SANITARY SEWER SERVICE
EXISTING IE:222±

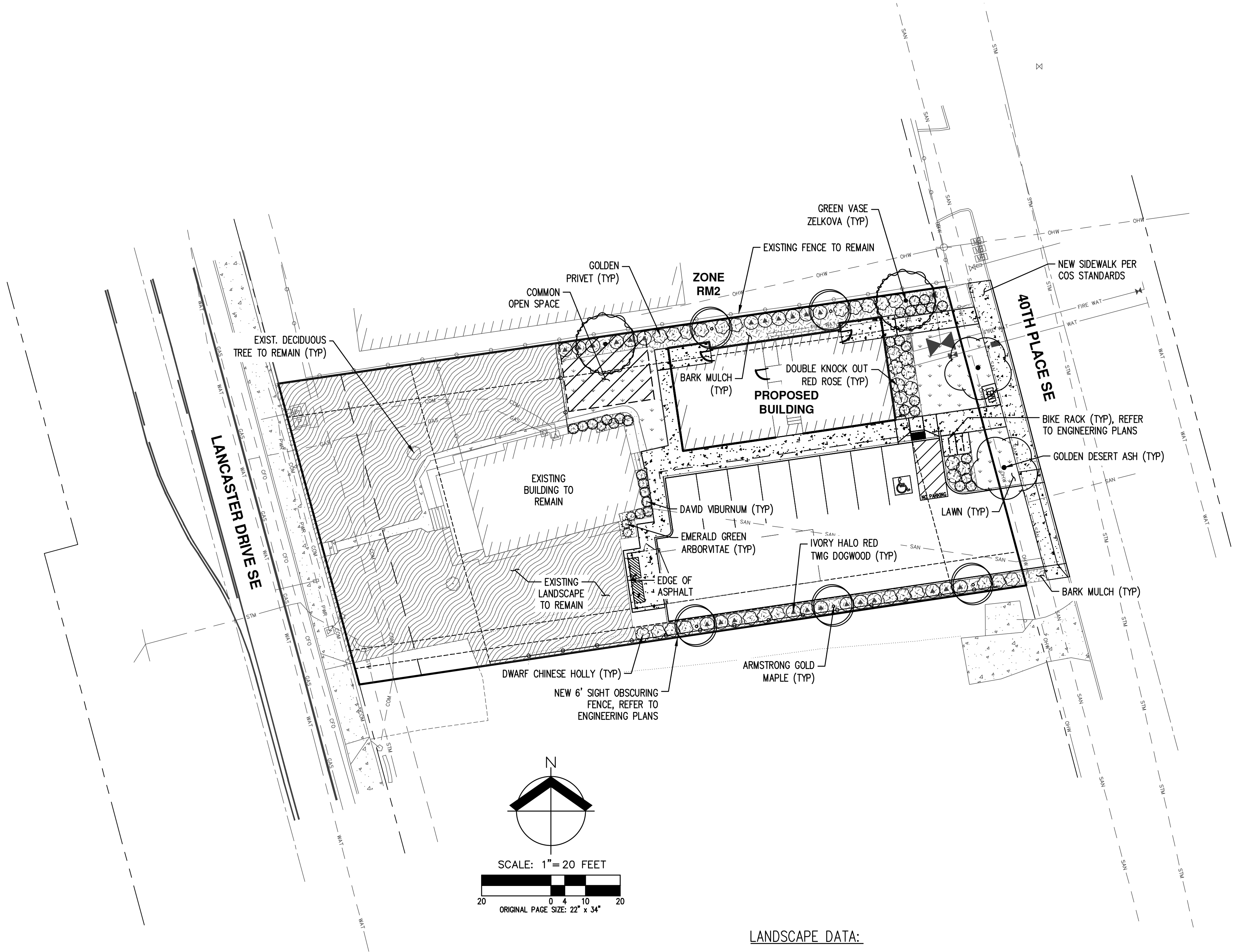


PRELIMINARY UTILITY PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON



JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	TDR
DRAWN BY:	SLZ/KNU
CHECKED BY:	RCW

C300



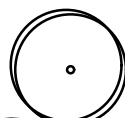
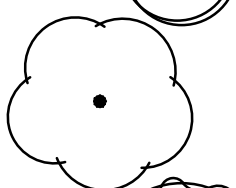
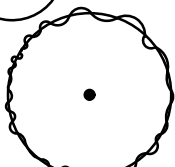







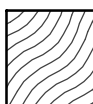

LANDSCAPE DATA:

GROSS SITE AREA: ±17,222 SF
TOTAL LANDSCAPE AREA WITHIN PROJECT LIMITS: ±8,569 SF (50%)
COMMON OPEN SPACE REQUIRED (INCLUDING SETBACKS AREAS): ±3,445 SF (20% OF GROSS SITE AREA)
COMMON OPEN SPACE PROVIDED: ±5,245 SF (30% OF GROSS SITE AREA)
REQUIRED P.U. (1 P.U. PER 20 SF OF 1,772 SF QUALIFYING LANDSCAPED AREA): 89 P.U.
PROPOSED P.U. IN QUALIFYING LANDSCAPE AREA: 145 P.U.

NUMBER OF PARKING SPACES: 8 STALLS
NUMBER OF PARKING LOT TREES PROPOSED: 3 TREES

MINIMUM INTERIOR PARKING LOT AREA REQUIRED: ±240 S.F. (5%)
PROPOSED PARKING LOT LANDSCAPING AREA: ±560 SF (12%)

PRELIMINARY PLANT SCHEDULE

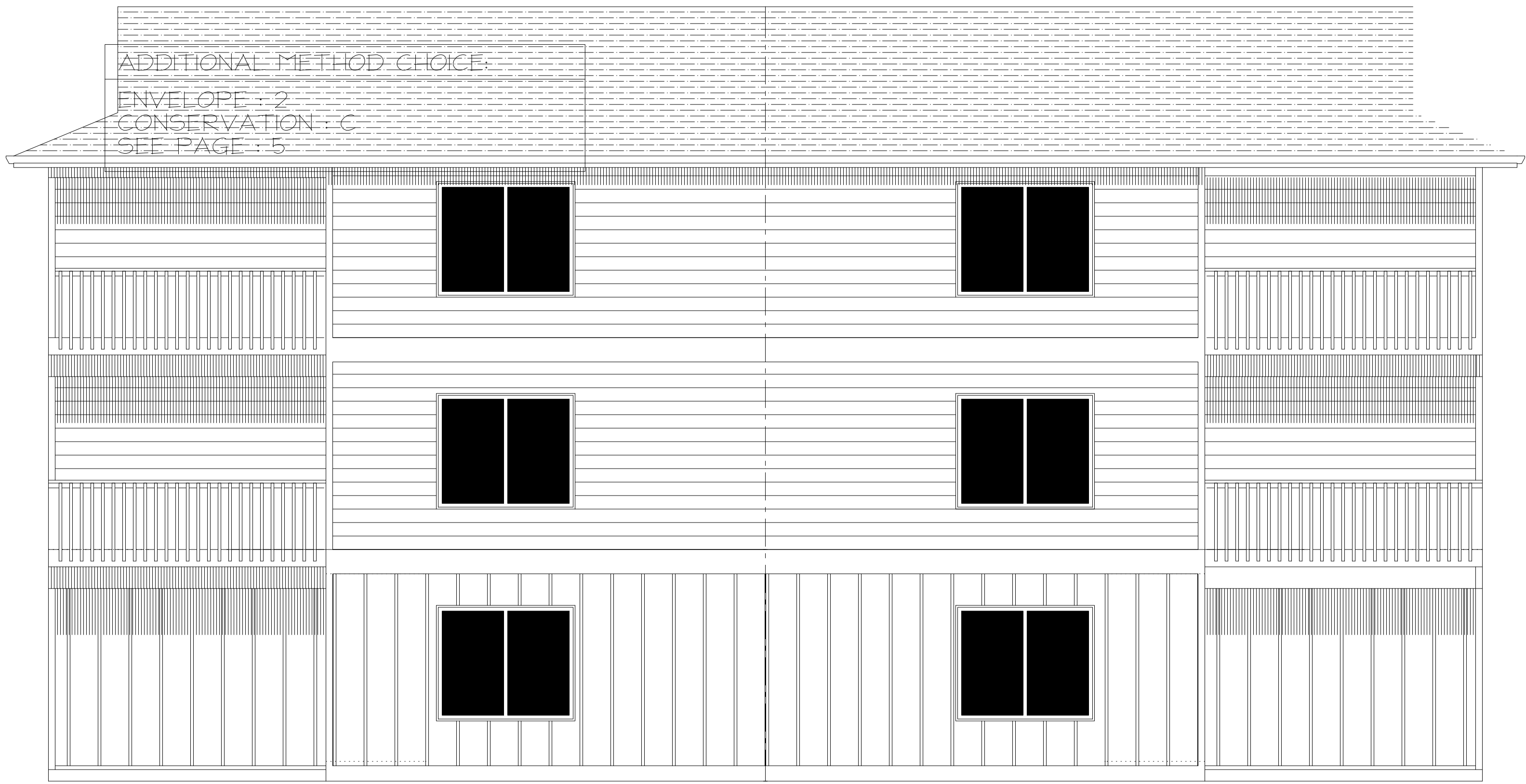
TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	ESTIMATE SIZE AT 5 YR. MATURITY
	5	ACER RUBRUM 'ARMSTRONG GOLD'	ARMSTRONG GOLD MAPLE	1.5" MIN. CAL. B&B	AS SHOWN	15'-20' HT.
	2	FRAXINUS EXCELSIOR 'AUREAFOLIA' TM	GOLDEN DESERT ASH	1.5" CAL. B&B	AS SHOWN	12'-18' HT.
	2	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE ZELKOVA	1.5" CAL. B&B	AS SHOWN	15'-20' HT.
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	ESTIMATE SIZE AT 5 YR. MATURITY
	24	CORNUS ALBA 'IVORY HALO' TM	IVORY HALO RED TWIG DOGWOOD	3 GAL. CONT.	48" o.c.	48"-60" WIDE
	3	ILEX CORNUTA 'ROTUNDA'	DWARF CHINESE HOLLY	3 GAL. CONT.	48" o.c.	48"-60" WIDE
	23	LIGUSTRUM VICARYI 'LODENSE'	GOLDEN PRIVET	3 GAL. CONT.	48" o.c.	36"-48" WIDE
	8	ROSA X 'RADTKO'	DOUBLE KNOCK OUT RED ROSE	3 GAL. CONT.	48" o.c.	36"-48" WIDE
	4	THUJA OCCIDENTALIS 'SMARAGO'	EMERALD GREEN ARBORVITAE	4' HT. B&B	36" o.c.	30"-36" WIDE
	30	VIBURNUM DAVIDII	DAVID VIBURNUM	3 GAL. CONT.	36" o.c.	36"-48" WIDE
GROUND COVERS	QTY	DESCRIPTION				
		BARK MULCH DARK HEMLOCK/FIR, MEDIUM GRIND OR SHREDDED	3" DEEP			
	±5,454 SF	EXISTING LANDSCAPE TO REMAIN				
	±1,230 SF	LAWN				

TOTAL SITE PLANT UNITS				
PLANT MATERIAL	PU VALUE	QTY PROPOSED	TOTAL PU	PROPOSED PU
1.5" CAL. SHADE TREES	10 PU	9	90 PU	TREE PU: 90
6' CONIFER	5 PU	0	0 PU	
3G LARGE SHRUB	2 PU	92	184 PU	SHRUB PU: 318
1G SMALL SHRUB	1 PU	0	0 PU	
LAWN/GROUND COVER	1 PU/50 SF	6,684 SF	134 PU	

PRELIMINARY LANDSCAPE NOTES

- PLANTS AND LANDSCAPING ARE PRELIMINARY AND SHOWN TO PORTRAY THE CHARACTER OF THE SITE. PLAN REVISIONS INCLUDING CHANGES TO PLANT SPECIES, SIZES, SPACING, QUANTITIES, ETC., DUE TO PLANT AVAILABILITY OR UNFORESEEN SITE CONDITIONS MAY BE APPROVED PRIOR TO INSTALLATION WHERE ALLOWED BY THE CITY OF SALEM'S DESIGN STANDARDS.
- ALL LANDSCAPING SHALL CONFORM TO THE CITY OF SALEM'S LANDSCAPE DESIGN STANDARDS AND TO THE AMERICAN STANDARDS FOR NURSERY STOCK (ANSI Z60.1, CURRENT EDITION) IN ALL WAYS; PLANT MATERIAL SHALL BE, UPON INSTALLATION, VIGOROUS AND WELL-BRANCHED, WITH HEALTHY AND WELL-FURNISHED ROOT SYSTEMS, FREE OF DISEASES, INSECT PESTS, AND INJURIES. PLANT IN ACCORDANCE WITH RECOGNIZED BEST PRACTICE INDUSTRY STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTOR'S BOARD (OLCB) AND THE AMERICAN HORTICULTURE INDUSTRY ASSOCIATION. FIELD ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS WITH UTILITIES, BUILDING OVERHANGS, ETC.
- DOUBLE STAKE ALL TREES UNLESS OTHERWISE SPECIFIED. TREES SHALL BE PLANTED NO CLOSER THAN 3' O.C. FROM SIDEWALKS, CURBING OR OTHER HARDSCAPING.
- ALL LANDSCAPING SHALL BE INSTALLED AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM DUE TO INCLEMENT WEATHER OR TEMPORARY SITE CONDITIONS.
- PLANTING AND INSTALLATION OF ALL REQUIRED LANDSCAPING SHALL BE INSPECTED AND APPROVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM.
- EVERY EFFORT SHALL BE MADE TO PROTECT EXISTING VEGETATION TO REMAIN DURING SITE CONSTRUCTION.
- A PERMANENT UNDERGROUND OR DRIP IRRIGATION SYSTEM WITH A BACKFLOW DEVICE APPROVED BY THE CITY OF SALEM, SHALL BE PROVIDED FOR ALL NEW AND IMPROVED LANDSCAPED AREAS WITHIN THE PROJECT WORK AREA FOR THE ESTABLISHMENT AND LONG-TERM HEALTH OF PLANT MATERIAL. THE IRRIGATION SYSTEM SHALL BE 'DESIGN-BUILD' BY THE LANDSCAPE CONTRACTOR, USING CURRENT WATER-SAVING TECHNOLOGY, AND INCLUDE ALL MATERIALS, COMPONENTS, CITY APPROVED BACKFLOW OR ANTI-SIPHON DEVICES, VALVES, ETC., NECESSARY FOR THE COMPLETE AND EFFICIENT COVERAGE OF ALL NEW AND IMPROVED LANDSCAPE AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OWNER FOR POINT-OF-CONNECTION (POC), SLEEVING LOCATION, AND MAINLINE LAYOUT PRIOR TO ANY PAVING REPAIR OR STRIPING. CONTRACTOR SHALL PROVIDE THE CITY OF SALEM WITH AN IRRIGATION PLAN INCLUDING ZONING AND COMPONENT LAYOUT FOR APPROVAL PRIOR TO INSTALLATION AS A DEFERRED SUBMITTAL.
- THE OWNER AND TENANTS SHALL BE JOINTLY RESPONSIBLE FOR MAINTAINING ALL LANDSCAPE MATERIAL IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT AND ORDERLY APPEARANCE IN KEEPING WITH CURRENT INDUSTRY STANDARDS. UNHEALTHY OR DEAD PLANT MATERIALS SHALL BE REPLACED IN CONFORMANCE TO THE REQUIREMENTS OF THE ORIGINALLY APPROVED LANDSCAPE PLAN.
- MULCH: APPLY 3" DEEP WELL-AGED DARK HEMLOCK OR FIR, MEDIUM GRIND, UNDER AND AROUND ALL PLANTS IN PLANTING BEDS.

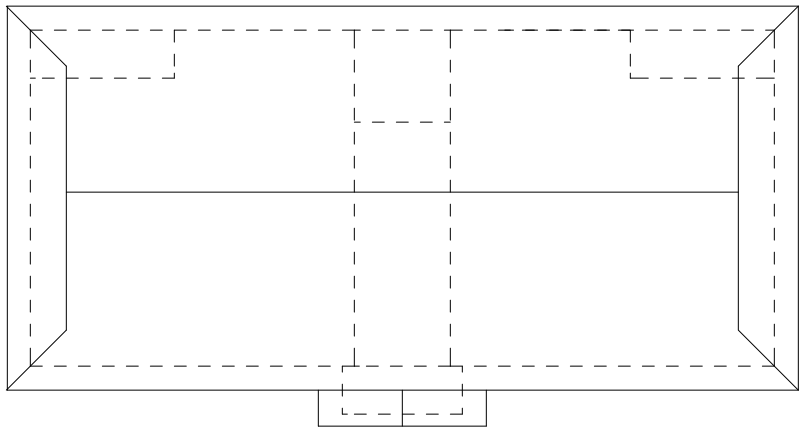
LANDSCAPE IRRIGATION TO BE A DEFERRED SUBMITTAL



NORTH ELEVATION



40TH PL ELEVATION



1ST LEVEL : 708 SQ FT
2ND LEVEL : 708 SQ FT
3RD LEVEL : 708 SQ FT
TOTAL LIVING AREA :

2017 Oregon Residential Specialty Code

EXPOSURE : B
BASIC WIND SPEED : 120 MPH (UWS)
SEISMIC DESIGN CATEGORY : DI

LATERAL DESIGN STANDARDS



WEST ELEVATION



SOUTH ELEVATION

1/4"=1'0"

REVISION	BY

GOOD WELL
CONSTRUCTION
INC. ***
Jordan Schweiger
503-375-6205
CDD# 715065

greg Larson
DRAFTING & DESIGN
289 E Ellendale Ave #402
Dallas, Oregon 97338
Phone (503) 364-8577
Fax (503) 364-3256
E-MAIL: homedezyme@aol.com

ELEVATIONS

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
GIL
CHECKED BY

DATE
10-27-20
SCALE
1/4" = 1'-0"

JOB NO.
5-708-3

SHEET : 1
OF : 5

MIN. FOOTINGS FOR 1500 PSF SOIL BEARING STRENGTH=

- 6X12" FOR (1) FLOOR;
- 7X15" FOR (2) FLOORS;
- 8X18" FOR (3) FLOORS;

FOOTING SHALL EXTEND NOT LESS THAN 12" BELOW THE NATURAL FINISH GRADE.

MIN CONC. STEM WALL FOR 1-STORY = 6"
SUPPORTING 2 FLOORS = 8"
SUPPORTING 3 FLOORS = 10".

FOOTINGS FOR BRICK VENEER TO
EXTEND 10" MIN FROM FACE OF STEM

CONCRETE TO BE 3000 PSI MIN.
REBAR SHALL BE ASTM A615, GRADE 60 (fy=60000psi)

CHECK FLOOR PLAN FOR LOCATION OF BRACE PANELS.
ALL BRACE LINES REQUIRE 3"x3"x0.229" P WASHERS.

R401.3 Drainage. Surface drainage shall be diverted to a storm sewer conveyance or other approved point of collection so as to not create a hazard. Lots shall be graded to drain surface water away from foundation walls. The grade shall fall a minimum of 6 inches (152 mm) within the first 10 feet (3048 mm).

Exception: Where lot lines, walls, slopes or other physical barriers prohibit 6 inches (152 mm) of fall within 10 feet (3048 mm), the final grade shall slope away from the foundation at a minimum slope of 5 percent and the water shall be directed to drains or swales or other means shall be provided to ensure drainage away from the structure. Swales shall be sloped a minimum of 2 percent and be located within 10 feet (3048 mm) of the building foundation. Impervious surfaces within 10 feet (3048 mm) of the building foundation shall be sloped a minimum of 2 percent away from the building.

N10.4.9.2 Ground cover. A ground cover shall be installed in the crawl space for both new and existing buildings when insulation is installed. Ground cover shall be 6-mil (0.15mm) black polyethylene or other approved material. If equal or greater thickness (0.15mm) ground cover shall be lapped 12 inches (305 mm) at all joints and cover the entire surface area extending full width and length of the crawl space and turn 12 inches (305 mm) up the foundation wall. Ground cover of 6-mil (0.15mm) polyethylene or other approved material (if available) shall be installed on the ground beneath concrete floor slabs located in conditioned spaces.

R403.13 Footing and stem wall reinforcing in Seismic Design Categories D1 and D2. Concrete footings located in Seismic Design Categories D1 and D2, as established in Table R301.2(1), shall have minimum reinforcement in accordance with this section and Figure R403.13. Reinforcement shall be installed with support and cover in accordance with Section R403.13.5.

R403(3) Concrete stem wall with concrete footings. In Seismic Design Categories D1 and D2 where a construction joint is created between a concrete footing and a concrete stem wall, a minimum of one No. 4 vertical bar shall be installed at not more than 4 feet on center. A horizontal bar shall have standard hook and extend to the bottom of the footing and shall have support and cover as specified in Section R403(3)5.3 and extend a minimum of 14 inches into the stem wall. Standard hooks shall comply with Section R602(5)4.5. A minimum of one No. 4 horizontal bar shall be installed within 4 inches of the top of the stem wall and one No. 4 horizontal bar shall be located 3 to 4 inches from the bottom of the footing.

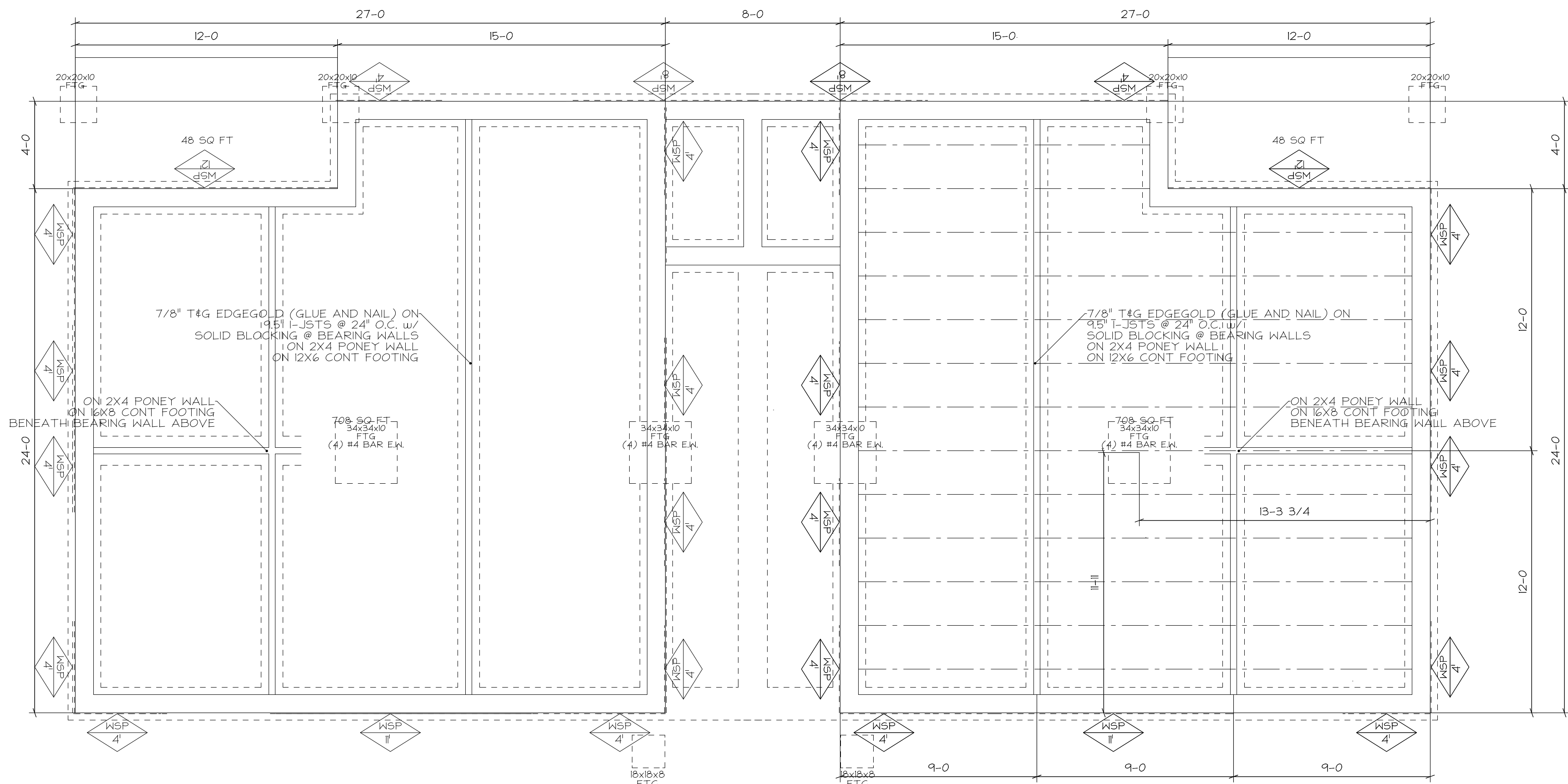
R403.15 Minimum depth. All exterior footings shall be placed at least 12 inches (305mm) below the finished grade on undisturbed ground surface. Where applicable, the depth of footings shall also conform to Sections R403.15.1 through R403.15.2.

R403.1.6 Foundation anchorage. Wood sill plates and wood walls supported directly on continuous foundations shall be anchored to the foundation in accordance with this section.

Wood sill plate at exterior walls on monolithic slabs, wall sill plate of braced wall panels at building interiors. Interior sill plates and exterior sill plates shall be anchored to the foundation with minimum 1/2 inch diameter anchor bolts spaced a maximum of 6 feet (1829 mm) on center. Sill plates shall be secured with anchor straps spaced as required to provide equivalent anchorage to 1/2 inch diameter anchor bolts. Bolts shall extend a minimum 12 inches (305 mm) into grouted cells of concrete masonry units. The bolts shall be located in the middle third of the width of the plate. A nut and washer shall be used to secure each anchor bolt. There shall be a minimum of two bolts per plate section with one bolt located not more than 12 inches (305 mm) from each end of the plate section from each end of the plate section. Interior In Seismic Design Categories I and II, anchor bolts shall be 1/2 inch (12.7 mm) in diameter and 18 inches (457 mm) long. Anchor bolts shall be located within 12 inches (305mm) of the ends of each plate section at exterior braced walls and exterior walls. Anchor bolts shall be RE20104 to be supported on a continuous foundation. Bolts shall be at least 1/2 inch (13mm) in diameter and shall extend a minimum 12 inches (305 mm) into masonry or concrete. Interior bearing wall sill plates on monolithic slab foundation that are not part of a braced wall panel shall be secured with anchor bolts and approved fasteners. A nut and washer shall be tightened on each bolt of the plate. Sills and sole plates shall be protected against decay where required by Section R317.



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

[illegible]

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**GOOD WELL
CONSTRUCTION
INC.**

Jordan Schweiger
503-375-6205
CCB#: 215065

FOUNDATION & ROOF

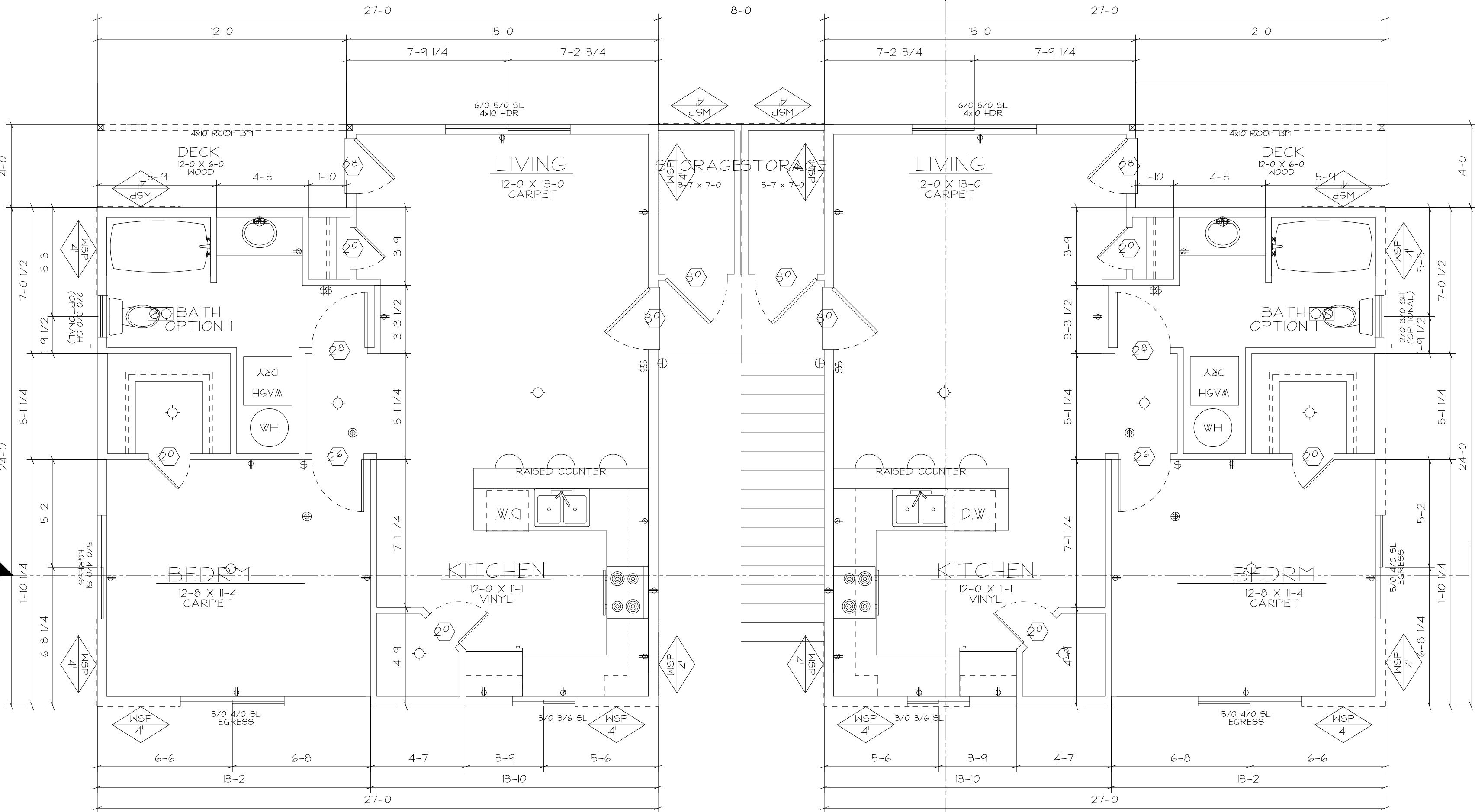
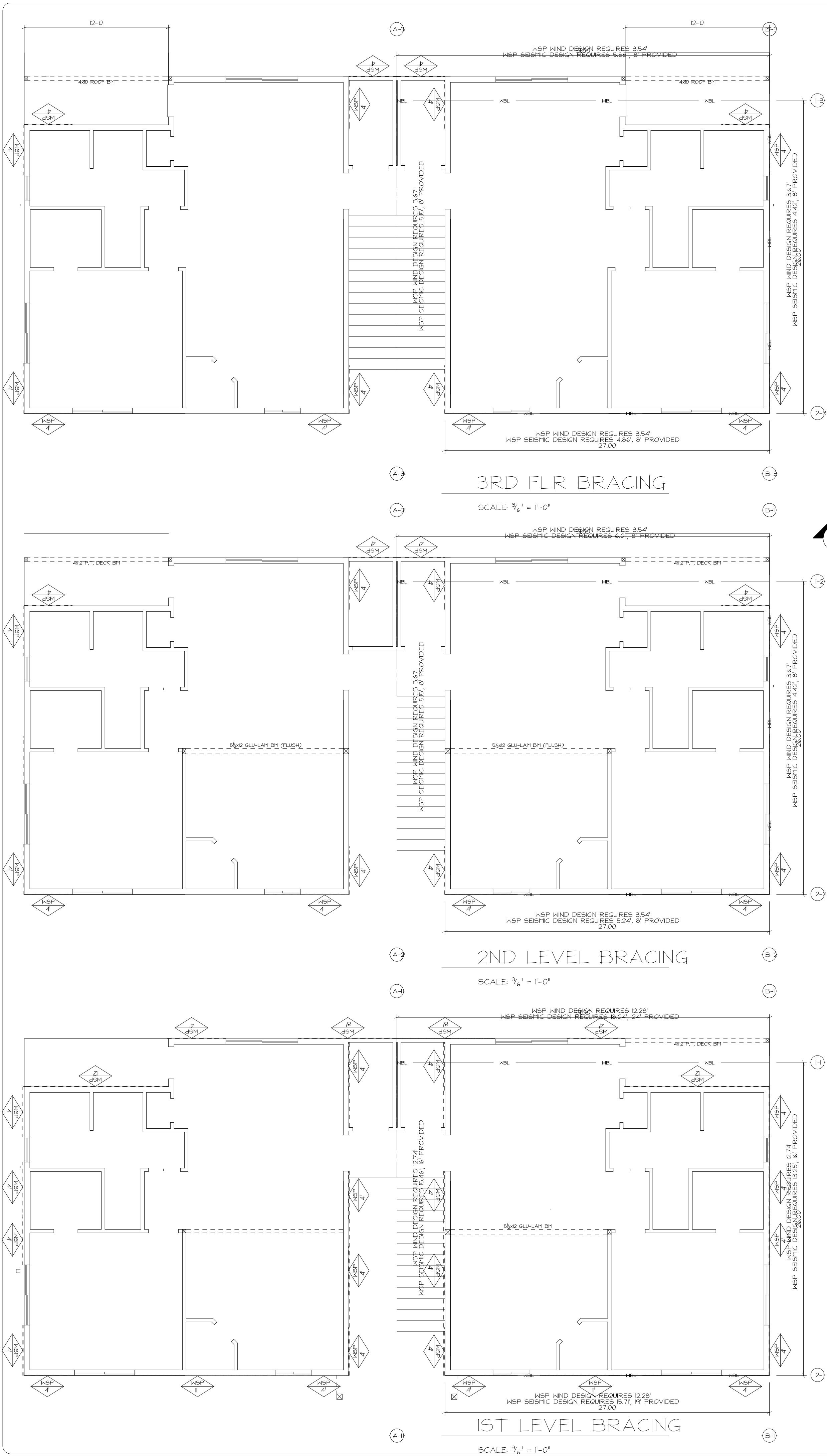
RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
G L L
CHECKED BY

DATE 10-27-20
SCALE $\frac{1}{4}'' = 1'-0''$

JOB NO.
S-708-3

SHEET : 3
OF : 5



3RD LEVEL PLAN

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

708 SQ FT

FLOOR-CEILING SYSTEMS, WOOD-FRAMED

GA FILE NO. FC 5407

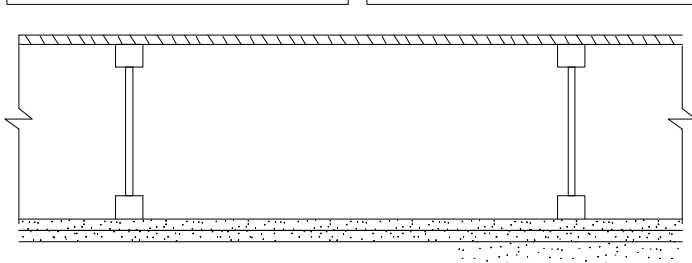
GENERIC

WOOD I-JOISTS, GYPSUM WALLBOARD

Baselayer 5/8" type X gypsum wallboard applied at right angles to wood I-joists 24" o.c. with 1 1/4" Type W or S drywall screws 24" o.c. Facelayer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to I-joists with 1 7/8" Type W or S drywall screws 12" o.c. at joints and intermediate I-joists and 1 1/2" Type G drywall screws 12" o.c. placed 2" back on either side of end joints. Joints offset 24" from base layer joints. Wood I-joists supporting 1/2" wood structural panels applied at right angles to joists with 8d nails.

1 HOUR FIRE

35 to 39 STC SOUND



Approx. Ceiling Weight: 5 psf
Fire Test: FM FC 172, 2-25-72; ITS 8-6-88
Sound Test: Estimated 35 to 39 STC

R314.3 Location. Smoke alarms shall be installed in the following locations:

1. In each sleeping room.
2. Outside each separate sleeping area in the immediate vicinity of the bedrooms.
3. On each additional story of the dwelling, including basements and cellars but not including crawl spaces and uninhabitable attics. In dwellings or dwelling units with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.

When more than one smoke alarm is required to be installed within an individual dwelling unit the alarm devices shall be interconnected in such a manner that the actuation of one alarm will activate all of the alarms in the individual unit.

Required smoke alarms may not be located within kitchens garages, or in other spaces where temperatures can fall below 40°C. Ionization smoke alarms shall not be located closer than 3 feet (914 mm) horizontally from the following:
1. The door to a kitchen;
2. The door to a bathroom containing a tub or shower;
3. The supply registers of a forced air heating or cooling system, outside the airflow from those registers.
Smoke A alarm installed within 20 feet (6096 mm) (direct path) of a cooking appliance shall be a photoelectric-type linear smoke alarm or the alarm shall have an approved alarm silencing means.

EMERGENCY ESCAPE AND RESCUE OPENINGS

R3101 Emergency escape and rescue required. Basements and every sleeping room shall have at least one operable emergency escape and rescue opening. Where basements contain one or more sleeping rooms, emergency egress and rescue openings shall be required in each sleeping room, but shall not be required in adjoining areas of the basement. Where emergency escape and rescue openings are provided they shall have a sill height of not more than 44 inches (1118 mm) above the floor. Where a door opening having a threshold below the adjacent ground elevation serves as an emergency escape and rescue opening and is provided with a bulkhead enclosure, the bulkhead enclosure shall comply with Section R310.3. The net clear opening dimensions required by this section shall be obtained by the normal operation of the emergency escape and rescue opening from the inside. Emergency escape and rescue openings with a finished sill height below the adjacent ground elevation shall be provided with a window well in accordance with Section R310.2. Emergency escape and rescue openings shall open directly into a public way, or to a yard or court that opens to a public way.

- \$ = switch
- \$3 = three-way switch
- \$4 = four-way switch
- = ceiling light
- = recessed light
- ⊕ = wall hung light
- ⊕ = wall hung flood light
- ⊕ = exhaust fan
- ⊕ = 220v outlet
- ⊕ = 110v outlet
- ⊕ = floor/ceiling outlet
- ⊕ = ground fault outlet
- ⊕ = half switched outlet
- ⊕ = 110v smoke detector
- ⊕ = CO 2 detector
- ⊕ = telephone
- ⊕ = cable tv

REVISION	BY

Greg Larson
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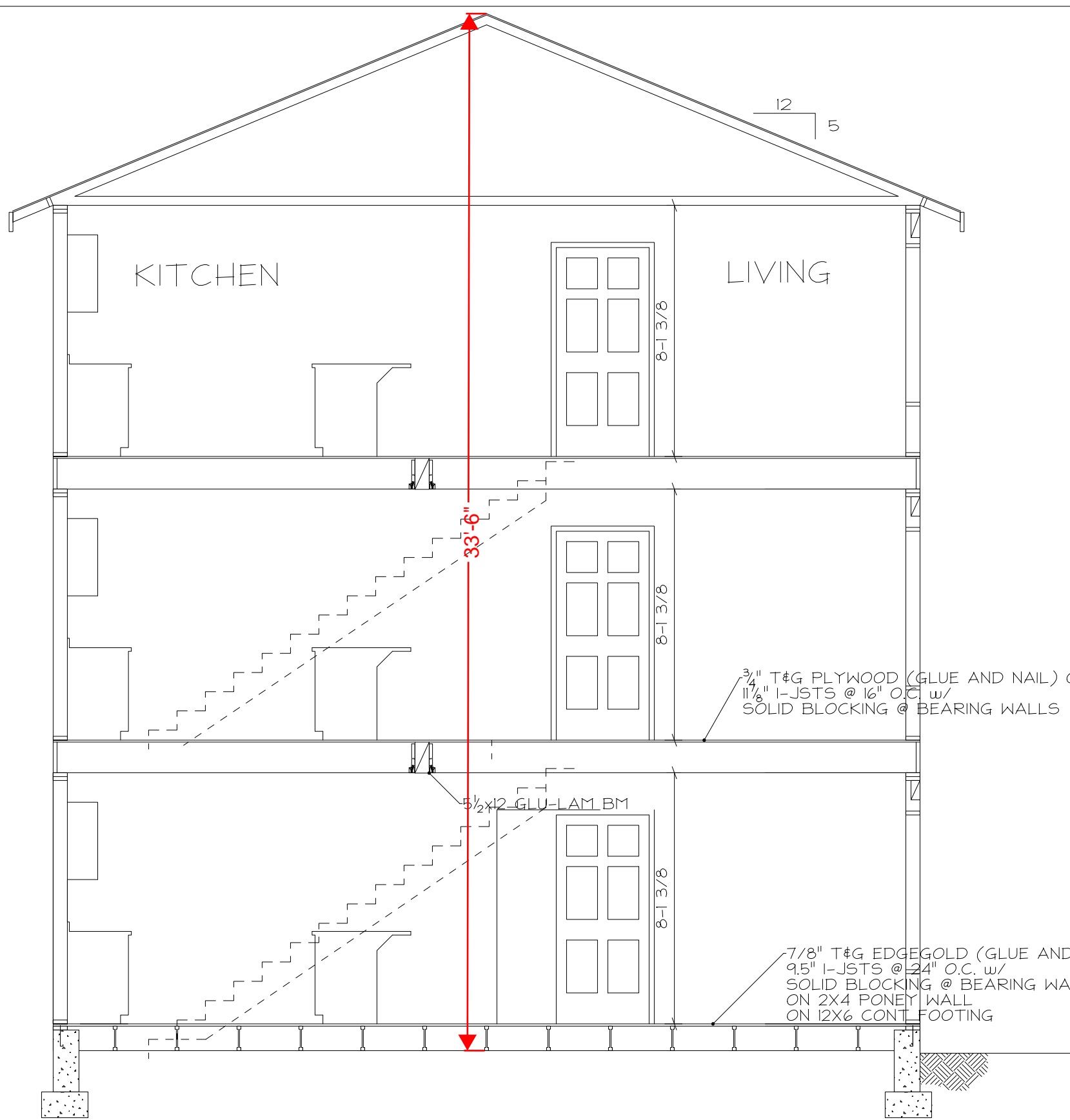
GOOD WELL CONSTRUCTION INC.

Jordan Schweiger
503-375-6205
CGB#: 25065

3RD FLOOR PLAN

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY GIL
CHECKED BY
DATE 10-27-20
SCALE 1/4" = 1'-0"
JOB NO. 5-708-3
SHEET : 4 OF : 5



RIGHT SECTION A

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

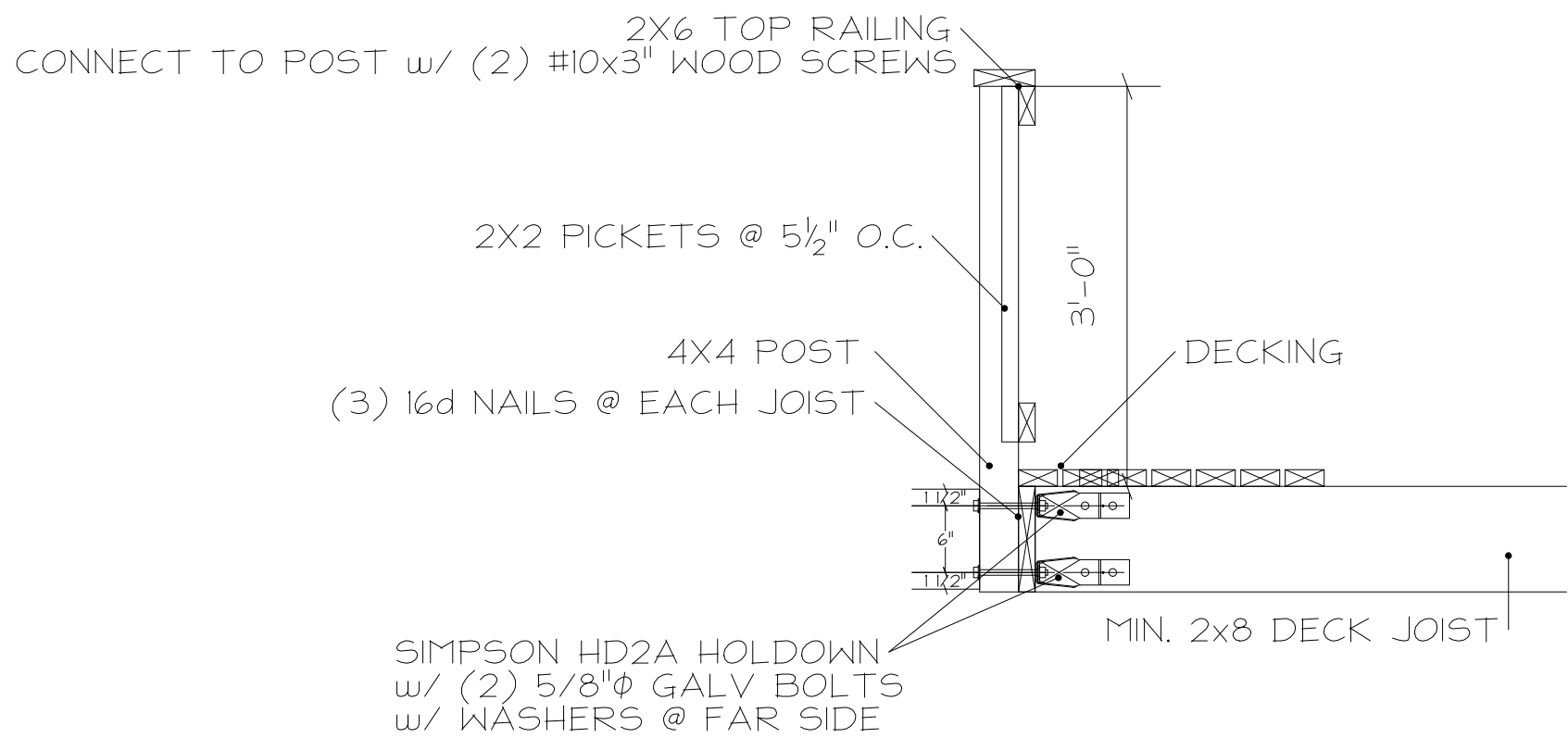
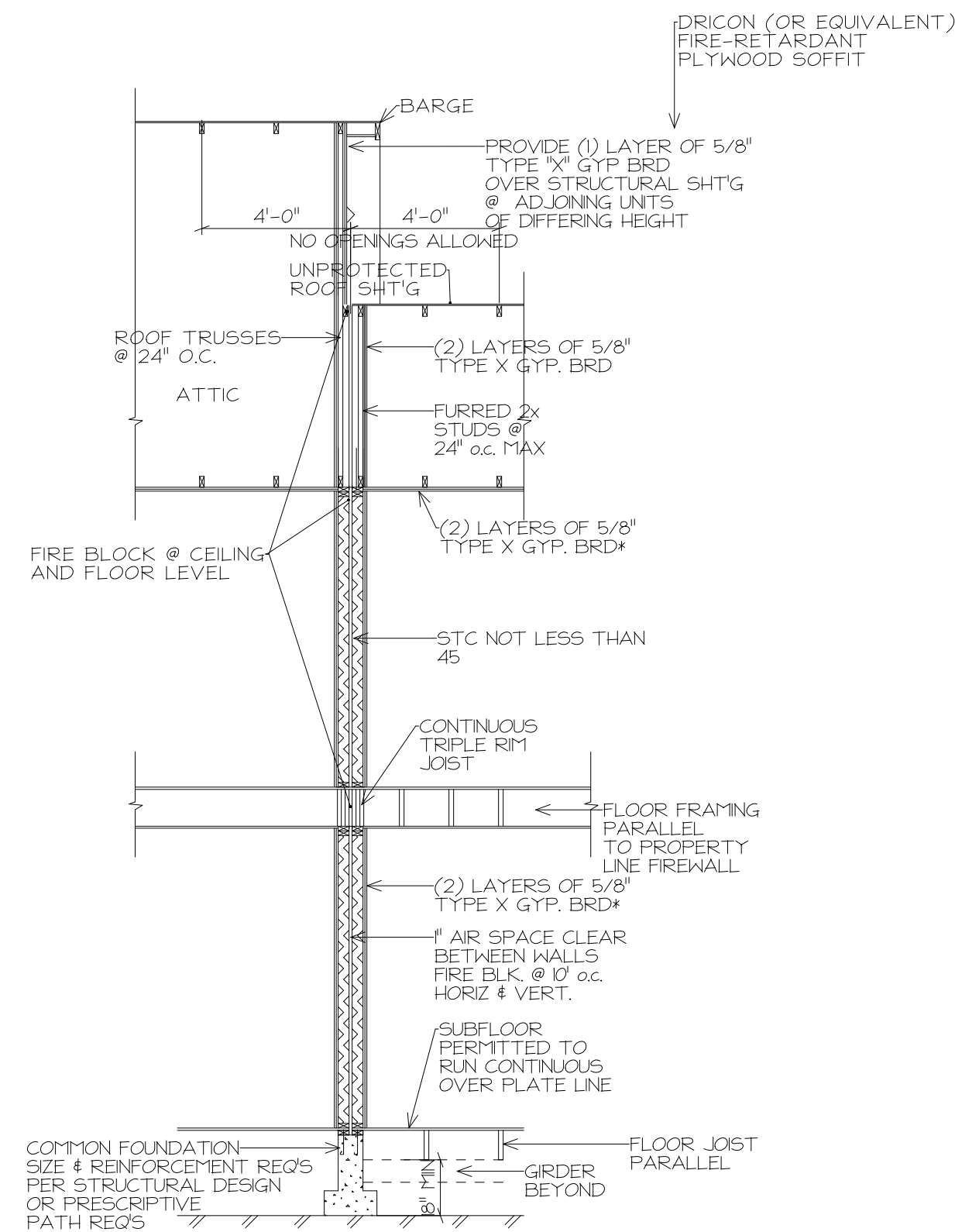


TABLE N100(1) PRESCRIPTIVE ENVELOPE REQUIREMENTS ^a		
BUILDING COMPONENT	Required Performance	Equiv. Value ^b
WALL INSULATION-ABOVE GRADE	U-0.059 ^c	R-21 intermediate ^c
WALL INSULATION-BELOW GRADE	C-0.063	R-15/R-21
FLOOR CEILING ^d	U-0.021	R-49
VAULTED CEILING ^e	U-0.033	R-30 rafter ^{g,h}
UNDERFLOORS	U-0.033	R-30
SLAB EDGE PERIMETER	F-0.520	R-15
HEATED SLAB INTERIOR ⁱ	n/a	R-10
WINDOWS ^j	U-0.30	U-0.30
WINDOW AREA LIMITATION ^{j,k}	n/a	n/a
SKYLIGHTS ^l	U-0.50	U-0.50
EXTERIOR DOORS ^m	U-0.20	U-0.20
EXTERIOR DOORS w/25% GLAZING ⁿ	U-0.40	U-0.40
FORCED AIR DUCT INSULATION	n/a	R-8

For 5/16 inch = 25.4 mm, 1 square foot = 0.0929m², 1 degree = 0.075 rad.
a. Base Path 1 represents Standard Base Case from Table N100(1). U-factors shall be adjusted to match selected envelope measure (Table N100(2)).
b. Performance trade-offs are limited to those listed in column 1. Heat plant efficiency, duct insulation levels, passive and active solar heating, air infiltration and similar measures including those not regulated by code may not be considered in this measure of calculation.
c. Areas from plan take-offs. All areas must be the same for both Standard Base Case and Proposed Alternative. The vaulted ceiling surface area for Standard Base Case must be the actual surface area from plan take-off not to exceed 50% of the total heated space floor area. Any roof areas in excess of 50% for Base Case must be entered at U-0.021 (R-49) with flat ceiling area.
d. Minimum Component Requirements in so far as practicable: Walls R-12/U-0.050; Floors R-20/U-0.027; Flat Ceilings R-38/U-0.031; Vaults R-20/U-0.055; Below Grade Walls, Concrete or Masonry Walls R-5/U-0.068; Slab Edge R-10/U-0.53; Duct Insulation R-8. R values used in this table are nominal; for the insulation only and not for the entire assembly. Window and skylight U-values shall not exceed 0.65 (CL65). A single door not to exceed 28 square feet per dwelling unit is permitted to be excluded from the thermal performance calculations. All other door values shall not exceed 0.54 (nominal R-2).
e. U-factors for wood framed ceilings, wall and floor assemblies shall be as specified in Table N100(2). U-factors for other assemblies which include steel framing, brick or other masonry, stucco, etc. shall be calculated using ASHRAE Handbook of Fundamentals procedures.
f. Vaulted ceiling area exceeding 50% of the total heated floor space shall have a U factor no greater than U-0.026 (equivalent to R-38 rafter or scissor truss with R-38 advanced framing).
g. Advanced frame construction. See section N100(4).
h. Heated slab interior applies to concrete slab floors (both on and below grade) that incorporate a radiant heating system within the slab. Insulation shall be installed underneath the entire slab.
i. Sliding glass doors shall comply with window performance requirements. Windows exempt from testing in accordance with Section NF102 item 3 shall window performance requirements if constructed with thermal break aluminum or wood, or vinyl, or fiberglass frames and double pane glazing with low emissivity coatings of 0.10 or less. Buildings designed to incorporate passive solar elements may include glazing with a U-factor greater than 0.35 by using Table N100(1) to demonstrate equivalence to building envelope requirements.
j. Reduced window and may not be used as a trade-off criterion for thermal performance of any component.
k. Exception Table N100(2). Envelope measure 6: calculation allows baseline case 15% of total wall area as window when design case utilizes window area of less than 15%.
l. Skylight area installed at 25 or less of total heated floor area shall be deemed to satisfy this requirement with vinyl, wood or thermally broken aluminum frames and double-pane glazing with low emissivity coatings. Skylight U-factor is tested in the 20-degree (0.35 rad) overhead plane in accordance with NFRC standards.
m. A minimum of 28 square feet of exterior door area per dwelling unit shall have a U-factor of 0.54 or less. Default U-factor for a single door is 0.54.
n. Glazing that is either double pane with low-e coating on one surface or triple paned shall be deemed to comply with this U-0.30 requirement. the CODE UA.



FIREWALL CONSTRUCTION

Figure A10103.7.3.(d)
MODIFIED 2-HR. FIREWALL PARALLEL TO PROPERTY LINE

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

7/8" T&G EDGEGLD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 24" O.C. w/ SOLID BLOCKING @ BEARING WALLS ON 2X4 PONEY WALL ON 12X6 CONT FOOTING



FRONT SECTION B

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

TABLE N100(2)
ADDITIONAL MEASURES

Envelope Enhancement Measure (Select One)	1	High Efficiency Walls: Exterior Walls---U-0.045/R-21 cavity insulation + R-5 continuous.
	2	Upgraded Features: Exterior Walls---U-0.057/R-23 intermediate or R-21 advanced Framed Floors---U-0.026/R-38, and Windows---U-0.28 (average UA)
	3	Upgraded Features: Exterior Walls---U-0.055/R-23 intermediate or R-21 advanced Flat ceiling---U-0.077/R-60, and Framed Floors---U-0.026/R-38
	4	Super Insulated Windows and Attic OR Framed Floors: Windows---U-0.22 (triple-pane low-e), and Flat ceiling---U-0.077/R-60, and Framed Floors---U-0.026/R-38
	5	Air sealing home and ducts: Mandatory air sealing of all wall coverings at top plate and air sealing checklist, and Mechanical whole building ventilation system with rates meeting 1503 or ASHRAE 62.2, and All ducts and air handlers contained within building envelope or All ducts sealed with mastic
	6	High efficiency thermal envelope UA Proposed UA is 8% lower than the code UA.
Conservation Measure (Select One)	A	High Efficiency HVAC system Gas-fired furnace or boiler AFUE of 94%, or Air-source heat pump HSPF 13.0/15.0 SEER cooling, or Ground source heat pump COP of 3.5 or Energy Star rated
	B	Ducted HVAC systems within conditioned space: All ducts and air handler are contained within building envelope Cannot be combined with Measure 5
	C	Ductless heat pump Ductless heat pump HSPF 10.0 in primary zone of dwelling
	D	High efficiency water heater: Natural gas/propane water heater with UEF 0.85, or Electric heat pump water heater Tier 1 Northern Climate Specification Product

For 5/16 inch = 25.4 mm, 1 square foot = 0.0929m², 1 degree = 0.075 rad.
a. Appliances located within the building envelope shall have sealed combustion air installed. Combustion air shall be ducted directly from the outdoors.
b. All duct joints and seams sealed with listed mastic. Tape is only allowed at appliance or equipment connection.
c. Criteria of Performance Tested Comfort Systems program administered by the Bonneville Power Administration.
d. Residential water heaters less than 55 gallon storage volume.
e. A total of 5% of an HVAC system's ductwork shall be permitted to be located outside of the conditioned space. Ducts located outside the conditioned space shall have insulation installed as required in this code.
f. The maximum vaulted ceiling surface area shall not be greater than 50% of the total heated space floor area unless vaulted area has a U-factor no greater than U-0.026.
g. Continuous air barrier. Additional requirement for sealing of all interior vertical wall covering to top plate framing. Sealing with foam gasket, caulk, or other approved sealant listed for sealing wall covering material to structural material (example: gypsum board to wood stud framing).
h. Table N100(1) Standard base case design. Code UA shall be at least 8% less than the proposed UA. Buildings with fenestration less than 15% of the total vertical wall area may adjust the Code UA to have 15% of the wall area as fenestration.

GA FILE NO. WP 3820	GENERIC	2 HOUR FIRE	55 to 59 STC SOUND
GYPSUM WALLBOARD, WOOD STUDS			
Base layer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to each side of double row of 2 x 4 wood studs 16" o.c. on separate plates 1" apart with 6d coated nails, 1 7/8" long, 0.085" shank, 1/4" heads, 24" o.c. Face layer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to each side with 8d coated nails, 2 3/8" long, 0.007" shank, 1/4" heads, 8" o.c.			
Joints staggered 16" each layer and side. Sound tested with 3 1/2" glass fiber insulation stapled to studs in stud spaces on one side and with nails for base layer spaced 6" o.c. Horizontal bracing required at mid-height. (LOAD-BEARING)			
		Thickness: 10 3/4" Approx. Weight: 13 psf Fire Test: See WP 4135 Sound Test: (FM WP 360, 9-27-74) NGC 3056, 4-7-70	

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

3/4" T&G PLYWOOD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 16" O.C. w/ SOLID BLOCKING @ BEARING WALLS

7/8" T&G EDGEGLD (GLUE AND NAIL) ON 1 1/2" L-JOISTS @ 24" O.C. w/ SOLID BLOCKING @ BEARING WALLS ON 2X4 PONEY WALL ON 12X6 CONT FOOTING

REVISION	BY

greg larsen

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E-MAIL: homedezyme@aol.com

GOOD WELL

CONSTRUCTION

INC.

Jordan Schweiger

503-375-6205

CGD#: 215065

SECTIONS

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY	GLI
CHECKED BY	
DATE	10-27-20
SCALE	1/4" = 1'-0"
JOB NO.	5-708-3
SHEET : 5	OF : 5

Exhibit F: Driveway Sight Distance Analysis



BEND, OR
2777 NW Lolo Drive, Suite 150
Bend, OR 97703
(541) 317-8429
www.aks-eng.com

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

TUALATIN, OR
12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

VANCOUVER, WA
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
(360) 882-0419

Date: 4/22/2021

To: Tony Martin, Assistant City Traffic Engineer
City of Salem Public Works Department
555 Liberty Road SE, Room 325
Salem, OR 97301

From: Richard C. Walker, PE, Associate
AKS Engineering & Forestry, LLC
3700 River Road N, Suite 1
Keizer, OR 97303
richardw@aks-eng.com

Prepared by: Lyle J. Misbach, PE, CFM
misbachl@aks-eng.com

Project Name: 1610 Lancaster Drive SE, Salem

AKS Job No.: 8106

Subject: Driveway Sight Distance Analysis

This memorandum is being provided in response to the request from Public Works to provide sight distance analysis for a proposed multi-family driveway, as part of our request for an adjustment to the 10-foot by 50-foot vision clearance area required under Salem Revised Code (SRC) Chapter 805.005, Section (b)(1)(B). The adjustment is requested because an existing structure on the property to the south was not constructed per current setback requirements and creates a visibility encroachment using this standard vision clearance area.

The property at 1610 Lancaster Drive SE ("Property") currently has "double frontage" with Lancaster Drive SE, a major arterial roadway per the Salem Transportation System Plan (TSP), on the west; and 40th Place SE, a local street per the TSP, on the east. As a requirement of the proposed development of the Property, the applicant is required to provide driveway access onto 40th Place, as the lower classification of street (per SRC 804.035). This proposed driveway approach is discussed in the analysis.

40th Place measures 34 feet in width, curb-to-curb, with effective travel lanes 11 feet wide on either side of the centerline and permitted on-street parking. There are currently no sidewalks on the development side of the street, and a property-line sidewalk on the opposite side. The street intersects with Carson Drive SE, with 40th Place stop-controlled at the intersection, approximately 150 feet south of the Property. To the north, the street makes a sharp right angle (115-degrees) approximately 75 feet north of the Property and turns into Campbell Drive SE. Since this is a local street, a design speed of 25 miles per hour (mph) was used in this analysis, though with the nearby intersection and bend in the roadway, vehicles making common-sense traffic maneuvers should not approach this speed.

The proposed driveway location is located near the south side of the Property, set back from the south property line per zoning requirements and applicable adjustments. It will be constructed per City of Salem Public Works Design Standards, along with a new curb-line sidewalk along the Property frontage. The driveway is located approximately 165 feet from the Carson Drive intersection, and approximately 160 feet from the north bend into Campbell Drive.

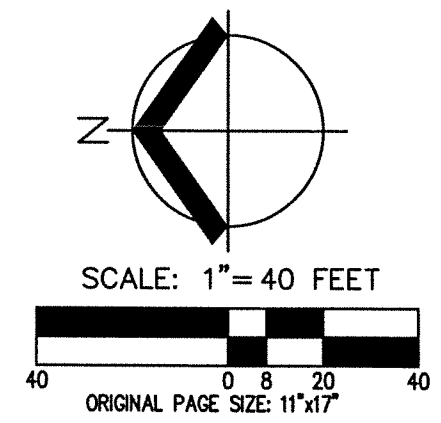
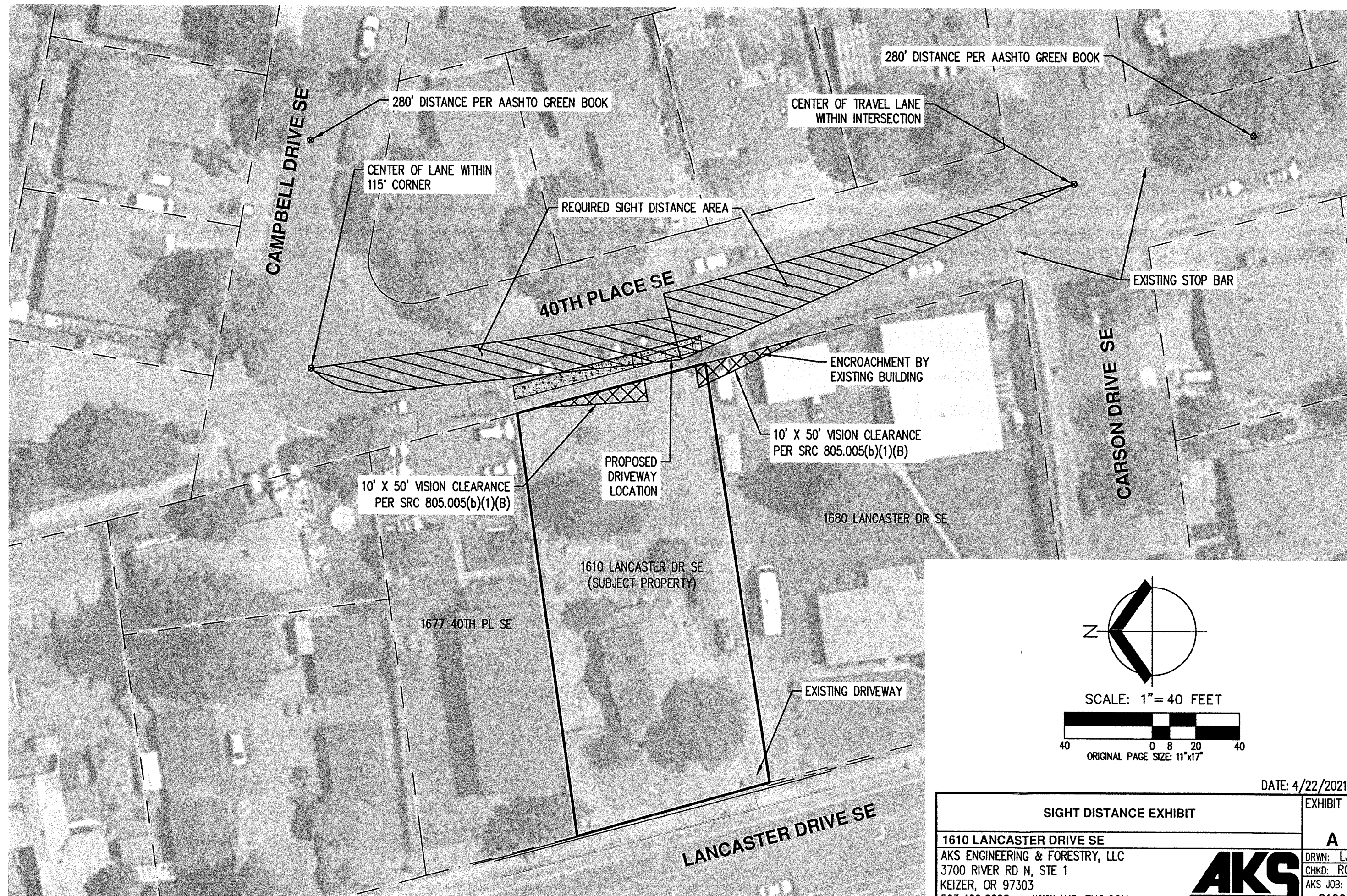
Per Section 9.5 of the *AASHTO Policy on Geometric Design of Highways and Streets* (Green Book), 2018 Edition, the required sight distance for this driveway approach onto 40th Place, at a 25-mph design speed, 280 feet in both the left (north) and right (south), per Case B-1 and Table 9-7. This required design distance is to provide intersection sight distance for a driver's eye (3.5 feet above ground) to see an object that is 3.5 feet above the ground, from a "decision point" location 14.5 feet from the near edge of the nearest travel lane.

As defined in the Green Book, in the case of 40th Place, the near edge of the travel lane is 11 feet from the centerline of the roadway, which puts the required decision point 8.25 feet from the existing face of the west curb. Using this decision point for the start of the departure sight triangle, the length of the sight triangle along the driveway approach is 20 feet (14.5 feet plus 5.5 feet) to identify vehicles approaching from the left, and the driveway leg of the triangle for vehicles approaching from the right is 31 feet (14.5 feet plus 16.5 feet). As noted above, the Green Book requirement for the leg along 40th Place is 280 feet in both directions. However, since each of these points are beyond the extent of the roadway itself, the sight distance area endpoints are established based on the point where vehicles enter onto 40th Place, in their respective travel lanes.

As shown in the attached Exhibit A, the sight distance area required by the AASHTO Green Book will not be impaired by any existing structures or the structures proposed with this application. The required intersection sight distance can be provided at the proposed driveway location and conforms to the requirements set forth in the Green Book.

Attachment: Exhibit A - Sight Distance Exhibit





DATE: 4/22/2021

SIGHT DISTANCE EXHIBIT		EXHIBIT
1610 LANCASTER DRIVE SE		A
AKS ENGINEERING & FORESTRY, LLC		DRWN: LJM
3700 RIVER RD N, STE 1		CHKD: RCW
KEIZER, OR 97303		AKS JOB:
503.400.6028 WWW.AKS-ENG.COM		8106



1610 Lancaster Drive SE

Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit

Date: April 2021

Submitted to: City of Salem
555 Liberty Street SE, #305
Salem, OR 97301

Applicant: Good Well Construction, Inc.
2825 Foxhaven Drive SE
Salem, OR 97306

AKS Job Number: 8106



3700 River Road N, Suite 1
Keizer, OR 97303
503.400.6028

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Exhibits

- Exhibit A:** Preliminary Plans
 - Exhibit B:** City of Salem Application Forms
 - Exhibit C:** Pre-Application Report
 - Exhibit D:** Neighborhood Contact Information
 - Exhibit E:** Property Ownership
 - Exhibit F:** Driveway Sight Distance Analysis
-

Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit

Submitted to:	City of Salem 555 Liberty Street SE, #305 Salem, OR 97301
Applicant:	Good Well Construction, Inc. 2825 Foxhaven Drive SE Salem, OR 97306
Property Owner:	1610 Lancaster Drive SE, LLC 2350 Timothy Drive NW Salem, OR 97304
Applicant's Consultant:	AKS Engineering & Forestry, LLC 3700 River Road N, Suite 1 Keizer, OR 97303 Contact(s): Zach Pelz, AICP Email: pelzz@aks-eng.com Phone: 503.400.6028
Site Location:	1610 Lancaster Drive SE, Salem, OR 97317
Marion County Assessor's Map:	08 2W 06AB, Tax Lot 9200
Site Size:	±0.40 acres
Land Use Districts:	Multiple Family Residential 2 (RM-II)

I. Executive Summary

AKS Engineering & Forestry, LLC is pleased to submit this application to the City of Salem for a Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit, on behalf of our client, Good Well Construction, Inc. (Applicant). The project involves six new multiple family homes with parking, open space, and landscaping on an approximately 0.40-acre property located at 1601 Lancaster Drive SE in Salem's Multiple Family Residential (RM-II) zoning district.

The essential components of this application include:

- Class 3 Site Plan Review for six new multiple family homes
- Class 1 Design Review showing compliance with City standards for multiple family development
- Class 2 Adjustment to modify the setback from the abutting residentially zoned property to the north
- Class 2 Adjustment to modify the setback from the abutting residentially zoned property to the south for the vehicle use area
- A Class 2 Adjustment to modify the vehicle clearance area at the driveway on 40th Place SE
- A Class 2 Adjustment to permit the access aisle serving the ADA parking stall
- Class 2 Driveway Approach Permit for a new driveway to serve a multiple family use onto a local street

This project is a "housing" application under Oregon Revised Statute (ORS) 197.303(1)(a) as it provides multiple family housing within an urban growth boundary. ORS 197.307(4) states that a local government may apply only clear and objective standards, conditions, and procedures regulating the development of housing, and such standards, conditions, and procedures cannot have the effect, either in themselves or cumulatively, of discouraging housing through unreasonable cost or delay.

Oregon Courts and the Land Use Board of Appeals (LUBA), have generally held that an approval standard is not clear and objective if it imposes on an applicant "subjective, value-laden analyses that are designed to balance or mitigate impacts of the development." *Rogue Valley Association of Realtors v. City of Ashland*, 35 Or LUBA 139, 158 (1998) *aff'd*, 158 Or App 1 (1999). ORS 197.831 places the burden on local governments to demonstrate that the standards and conditions placed on housing applications can be imposed only in a clear and objective manner. While this application addresses all standards, the Applicant reserves the right to object to the enforcement of standards or conditions that are not clear and objective and does not waive its right to assert that the housing statutes apply to this application. The exceptions in ORS 197.307(4)(a) and 197.307(5) do not apply to this application. ORS 197.307(7)(a) is controlled by ORS 197.307(4). The City has not taken an exception under 197.303(3).

This Application is also a "limited land use application" as that term is defined in ORS 197.015 (12). ORS 197.195 (1) describes how certain standards can be applied to a limited land use application.

The City of Salem Revised Code (SRC) requires the consolidated Class 3 Site Plan Review, Class 1 Design Review, Class 2 Adjustments, and Class 2 Driveway Approach Permit be considered through a Type II procedure. This written statement includes findings that demonstrate that the application complies with all applicable approval standards. These findings are supported by substantial evidence, including preliminary plans and other written documentation. This information provides the necessary basis for the City of Salem to approve the application.

II. Site Description/Setting

The project site consists of Tax Lot 9200 (Marion County Assessor's Map 08 2W 06AB) and is ±0.40 acres in size. The site is a double frontage lot with frontage on Lancaster Drive SE and 40th Place SE. The property is improved with an existing single-family home with a driveway onto Lancaster Drive SE that is partially shared with the neighbor to the south. The home is planned to remain on the property as part of this project and is accounted for in all pertinent density and related site development responses as one of the multiple family homes on the site. The properties abutting the site to the north and south are also in the RM-II zoning district and are developed with multiple family homes.

III. Applicable Review Criteria

SALEM REVISED CODE

Chapter 220 – Site Plan Review

220.005. Site plan review.

(b) Classes. The three classes of site plan review are:

- (1) Class 1 site plan review. Class 1 site plan review is site plan review for any development that requires a building permit, that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015, and that involves a change of use or change of occupancy where only construction or improvements to the interior of the building or structure are required.
- (2) Class 2 site plan review. Class 2 site plan review is required for any development that requires a building permit, other than development subject to Class 1 site plan review, and that does not involve a land use decision or limited land use decision, as those terms are defined in ORS 197.015.
- (3) Class 3 site plan review. Class 3 site plan review is required for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015. As used in this subsection, land use decisions and limited land use decisions include, but are not limited to, any development application that:
 - (A) Requires a Transportation Impact Analysis pursuant to SRC chapter 803;
 - (B) Requires a geotechnical report or geologic assessment under SRC chapter 810, except where a geotechnical report or geologic assessment has already been approved for the property subject to the development application;
 - (C) Requires deviation from clear and objective development standards of the UDC relating to streets, driveways or vision clearance areas;
 - (D) Proposes dedication of right-of-way which is less than the requirements of the Salem Transportation System Plan;
 - (E) Requires deviation from the clear and objective standards of the UDC and where the Review Authority is granted the authority to use limited discretion in deviating from the standard; or
 - (F) Requires a variance, adjustment, or conditional use permit.

Response: This application for a Class 3 Site Plan Review involves development includes three adjustments. A Class 3 Site Plan Review is necessary.

(c) Procedure type.

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

Response: This application for a Class 3 Site Plan Review is being processed per the City's Type II procedure.

(d) Submittal requirements for Class 1 site plan review. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 1 site plan review shall include a completed application form that shall contain the following information:

- (1) The names and addresses of the applicant(s), the owner(s) of the subject property, and any authorized representative(s) thereof;

Response: The names and addresses of the Applicant, owner, and authorized representatives are listed on Page 1 of this narrative and on the application forms in Exhibit B. This requirement is met.

- (2) The address or location of the subject property and its assessor's map and tax lot number;

Response: The address and location of the subject property, the Assessor's Map, and the tax lot number are listed on Page 1 and on the application forms in Exhibit B. The subject property is further described in the Site Description above. This requirement is met.

- (3) The size of the subject property;

Response: The size of the subject property is listed on Page 1. This requirement is met.

- (4) The comprehensive plan designation and zoning of the subject property;

Response: The property is designated for multiple family use in the Salem Area Comprehensive Plan and is located in the City of Salem's RM-II zoning district. This requirement is met.

- (5) The type of application(s);

Response: The type of application is indicated on the cover of this narrative. This requirement is met.

- (6) A brief description of the proposal; and

Response: A brief description of the project is provided in the Executive Summary above. This requirement is met.

- (7) Signatures of the applicant(s), owner(s) of the subject property, and/or the duly authorized representative(s) thereof authorizing the filing of the application(s).

Response: All required signatures are provided on the Land Use Application form in Exhibit B. This requirement is met.

(e) Submittal requirements for Class 2 and Class 3 site plan review.

(1) Class 2 site plan review. In addition to the submittal requirements for a Type I application under SRC chapter 300, an application for Class 2 site plan review shall include the following:

(A) A site plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

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

Response: Preliminary Plans that include the required information listed above are provided in Exhibit A. These requirements are met.

(B) An existing conditions plan, of a size and form and in the number of copies meeting the standards established by the Planning Administrator, containing the following information:

- (i) The total site area, dimensions, and orientation relative to north;
- (ii) The location of existing structures and other improvements on the site, including accessory structures, fences, walls, and driveways, noting their distance from property lines; and

(iii) The location of the 100-year floodplain, if applicable.

Response: An Existing Conditions Plan containing the information required under this section is included in Exhibit A of this application. This requirement is met.

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

Response: A Preliminary Grading and Drainage Plan is included in Exhibit A. This requirement is met.

(D) A completed trip generation estimate for the proposed development, on forms provided by the City.

Response: The completed Trip Generation Estimate (TGE) form is included in Exhibit B. This requirement is met.

(***)

(2) Class 3 site plan review. In addition to the submittal requirements for a Type II application under SRC chapter 300, an application for Class 3 site plan review shall include the following:

(A) All submittal requirements for a Class 2 site plan review under subsection (e)(1) of this section;

Response: The submittal requirements for a Class 2 Site Plan Review have been provided as indicated above. This requirement is met.

(B) The zoning district, comprehensive plan designation, and land uses for all properties abutting the site;

Response: This information is provided on Page 1 and 2. This requirement is met.

(C) Driveway locations, public and private streets, bike paths, transit stops, sidewalks, and other bike and pedestrian pathways, curbs, and easements;

Response: These elements are included on the Preliminary Site Plan in Exhibit A as applicable. This requirement is met.

(D) The elevation of the site at two-foot contour intervals, with specific identification of slopes in excess of 15 percent;

Response: Elevations and contour intervals are shown on the Existing Conditions Plan included in Exhibit A. The site does not contain slopes in excess of 15 percent. This requirement is met.

(E) The location of drainage patterns and drainage courses, if applicable;

Response: As shown on the Existing Conditions Plan in Exhibit A, the site is relatively flat. This requirement does not apply.

(F) A preliminary utility plan showing capacity needs for municipal water, stormwater facilities, and sewer service, and schematic location of connection points to existing municipal water and sewer services;

Response: The Preliminary Utility Plan with the required information is provided in Exhibit A. This requirement is met.

-
- (G) Summary table which includes site zoning designation; total site area; gross floor area by use (e.g., manufacturing, office, retail, storage); building height; itemized number of full size compact and handicapped parking stalls, and the collective total number; total lot coverage proposed, including areas to be paved for parking and sidewalks;

Response: A site summary table containing the required information (as applicable) is shown on the Preliminary Site Plan in Exhibit A. This requirement is met.

- (H) A geological assessment or geotechnical report, if required by SRC chapter 810, or a certification from an engineering geologist or a geotechnical engineer that landslide risk on the site is low, and that there is no need for further landslide risk assessment; and

Response: As discussed previously, the site flat, and a landslide risk assessment is not necessary. This requirement does not apply.

- (I) A Transportation Impact Analysis, if required by SRC chapter 803.

Response: A TGE form is included in Exhibit B. The six new multiple family homes included in this application will generate fewer than 200 trips per day onto 40th Place SE (a local street). Therefore, the new daily trip generated by the project will be below the threshold that would trigger a Transportation Impact Analysis (TIA). A TIA is therefore not required.

(f) Criteria.

- (3) Class 3 site plan review. An application for Class 3 site plan review shall be granted if:

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

Response: The applicable standards of the Unified Development Code (UDC) are addressed in this narrative. This criterion is met.

- (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;

Response: 40th Place SE is a local street improved with ±30 feet of pavement width within a 60-foot-wide right-of-way. A sidewalk and landscape strip are planned along the development side of 40th Place SE to bring the half of the street fronting the project up to City standards for local streets. The project will not generate enough new trips on to 40th Place SE to warrant a TIA. Therefore, negative impacts to the transportation system are not anticipated as a result of the planned project. Safe, orderly, and efficient circulation of traffic into and out of the development will be provided with a driveway designed to meet the applicable City standards. This criterion is met.

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

Response: Parking and driveways have been planned to meet applicable City standards for safe and efficient movement of vehicles, bicycles, and pedestrians, as shown on the Preliminary Site Plan in Exhibit A. This criterion is met.

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

Response: The development is planned to be served by City water and sewer, as shown on the Preliminary Utility Plan in Exhibit A. The project involves less than 10,000 square feet of new or replaced impervious area. Therefore, the project does not trigger City requirements for water quality or flow control. This criterion is met.

Chapter 225 – Design Review

225.005. Design review.

- (a) Applicability. Design review approval is required for development applications that are subject to design review standards and guidelines.

Response: The Applicant intends that this application be reviewed under the standards for multiple family design review. Design Review is applicable and included in this application.

(b) Classes.

- (1) Class 1 design review is design review that requires the application of design review standards only.
- (2) Class 2 design review is design review that requires the application of design review guidelines, for projects that are limited to building alterations that will be contained within the footprint of the existing building and utilize the same building materials and same window and facade designs.
- (3) Class 3 design review is design review that requires the application of design review guidelines.
- (4) If any portion of the proposed development does not meet all of the applicable design review standards, the entire development shall be subject to Class 3 design review.

Response: This project meets the design standards for multiple family development, as documented throughout this narrative and supporting materials. A Class 1 Design Review is required and included in this application.

(c) Procedure type.

- (1) Class 1 design review is processed as a Type I procedure under SRC chapter 300.
- (2) Class 2 design review is processed as a Type II procedure under SRC chapter 300.
- (3) Class 3 design review is processed as a Type III procedure under SRC chapter 300.

Response: This application for a Class 1 Design Review is being processed as part of a consolidated application that includes a Class 3 Site Plan Review. Therefore, a Type II procedure is necessary and included in this application.

(d) Submittal requirements.

(***)

- (2) Submittal requirements for Class 1, Class 2, and Class 3 design review. In addition to the submittal requirements set forth under SRC chapter 300, an

application for Class 1, Class 2, or Class 3 design review shall include the following:

- (A) A proposed site plan showing:
 - (i) The complete dimensions and setbacks of the lot, and all existing and proposed buildings and structures, including the location, size, height, proposed use, design, and gross floor area of each building.
 - (ii) All existing and proposed walls and fences, including the location, height, type of design, and composition.
 - (iii) The location and design of the existing and proposed on-site pedestrian and vehicle circulation system.
 - (iv) Locations and dimensions of all existing and proposed outdoor storage areas, including, but not limited to, trash collection and recycling areas.
- (B) Architectural drawings, renderings, or sketches showing all elevations of proposed buildings as they will appear on completion.
- (C) A landscape plan showing the location of natural features, trees, and plant materials proposed to be removed, retained, or planted; the amount, height, type, and location of landscaped areas, planting beds, and plant materials and provisions for irrigation.
- (D) A topographic survey and grading plan showing two-foot contour intervals on hillside lots and five-foot contour intervals on all other lots.
- (E) An open space plan showing locations of common and private open space, including active and passive recreational areas. The open space plan shall show the total area of individual classifications of proposed open space and shall be drawn to scale.
- (F) A statement as to whether the application is intended to meet the standards or the guidelines.

Response: Preliminary Plans showing the information required above are included in Exhibit A of this application. The application is intended to meet the standards for multiple family design review. These requirements are met.

- (e) Criteria.
 - (1) A Class 1 shall be approved if all of the applicable design review standards are met
 - (2) A Class 2 or Class 3 design review shall be approved if all of the applicable design review guidelines are met.

Response: Findings addressing all the applicable design review standards are included in this narrative. The approval criterion for a Class 1 Design Review is met.

Chapter 250 – Adjustments

250.005. Adjustments.

(a) Applicability.

(1) Classes.

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

Response: Four Class 2 adjustments are included in this application:

1. A reduction to the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet.
2. A reduction to the setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet.
3. An Adjustment to modify the vision clearance area to be consistent with the American Association of State Highway and Transportation Officials (AASHTO) standards.
4. An Adjustment to permit the access aisle serving the ADA parking stall.

The included adjustments require modifying the applicable standards by more than 20%. Therefore, these Class 2 adjustments are necessary and included in this application.

- (2) **Prohibition. Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:**
 - (A) Allow a use or activity not allowed under the UDC;
 - (B) Change the status of a use or activity under the UDC;
 - (C) Modify a definition or use classification;
 - (D) Modify a use standard;
 - (E) Modify the applicability of any requirement under the UDC;
 - (F) Modify a development standard specifically identified as non-adjustable;
 - (G) Modify a development standard that contains the word "prohibited";
 - (H) Modify a procedural requirement under the UDC;
 - (I) Modify a condition of approval placed on property through a previous planning action;
 - (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
 - (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

Response: The project does not include an adjustment to any of the standards, guidelines, or requirements listed in (A) through (K) above. Adjustment 4 involves adjusting a Multiple Family Design Review Standard as allowed under Subsection (J) above.

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

Response: Three Class 2 adjustments are included in this consolidated application and are being processed as a Type II procedure.

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

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

Response: Preliminary Plans with the applicable information required in (A) through (F) above are included in Exhibit A. This requirement is met.

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

Response: The Existing Conditions Plan is provided in Exhibit A. This requirement is met.

(***)

- (2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:
 - (A) The purpose underlying the specific development standard proposed for adjustment is:
 - (i) Clearly inapplicable to the proposed development; or

Response: Adjustment 4 described above involves an adjustment to SRC 702.015(d)(1) which states:

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

The Applicant maintains that the proposed parking and vehicle maneuvering areas meet the standard because they are located to the side of the building setback area and they are not located between the building and the street.

In the event the City disagrees that the standard is met, the City can find the underlying purpose of the standard is clearly inapplicable to the ADA access aisle because the access aisle provides pedestrian access for the ADA parking space. As shown on the plans, the area in question will be striped and marked “no parking”, and therefore will not be used as a parking space or vehicle maneuvering area. The underlying purpose of the standard is clearly inapplicable to this area.

This criterion is met for Adjustment 4.

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

Response:

The underlying purpose of each of the standards proposed for adjustment are equally or better met by the proposed development as follows:

1. The UDC does not state a specific purpose for the interior side setbacks. However, the Applicant understands that the purpose of the setbacks from the abutting residential property is to maintain light, air, promote a reasonable physical relationship between residences, and provide privacy for neighboring properties.

For the requested adjustment along the northern property line, the adjusted setback equally meets this underlying purpose. The nearest improvement on the property to the north is a private parking area serving a multiple family building. The residences on the neighboring property are located on the western portion of the property. Therefore, the reduced setback will maintain a reasonable physical relationship between residences and provide privacy for both abutting properties. The parking area on the neighboring lot is screened from the Applicant’s property with a 6-foot-high sight obscuring fence and the adjusted 6-foot setback exceeds the standard perimeter setbacks abutting interior lot lines for off-street parking areas and vehicle use areas under SRC 806.035.(c)(3). Furthermore, Table 514-4 identifies a number of building setback requirements in the RM-II zoning district, such as one-, two-, three-, and four-family and accessory structures that require only a 5-foot interior side setback. Therefore, the requested 6-foot setback is reasonable when compared with other building setbacks allowed in the district and will maintain the livability and character of the district. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C

requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3 gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The additional plantings will provide additional screening and buffering to maintain privacy for residents of both properties.

2. For the requested adjustment to the vehicle use area setback along the southern property line, the adjustment equally meets the underlying purpose of the standard. The nearest improvement on the property to the south is also a vehicle use area. Because of the similarity of the two neighboring uses, the adjusted setback will not negatively impact the abutting use and will maintain a reasonable physical relationship between residences on both neighboring properties. The adjusted setback from the interior property line will result in a finished setback that will vary from ± 12 to ± 15 feet from the adjacent vehicle use area on the neighboring lot. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property.
3. The purpose of the vision clearance triangle is to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways. The adjustment is included in this application to meet the alternative standard requirements under SRC 805.015. Please refer to the Driveway Sight Distance Analysis in Exhibit F for more information. The adjusted vision clearance areas shown in the included Sight Distance Exhibit in Exhibit F will result in vision clearance areas meeting *AASHTO Policy on Geometric Design of Highways and Streets*.
4. The Applicant understands that the underlying purpose of 702.015(d)(1) is to minimize the visual impact of on-site parking and to enhance the pedestrian experience. The Applicant also understands that this purpose is satisfied when parking and vehicle use areas are not located between the building and the street. The Applicant understands the area between the building and the street to be the area within the front building setback and that the front building setback is measured along a line perpendicular to the front property line extending inward to the building per SRC 112.050. As indicated on the Preliminary Site Plan on sheet C100, the minimum 12-foot setback that applies to the vehicle use area is met. Because the portion of the vehicle use area in question meets the applicable vehicle use area setback, and is located outside

the front building setback, the City can find the standard is met outright. Otherwise, the City can rely on this information to find that the underlying purpose of the standard is met.

Additionally, the underlying purpose of the standard is met because the area in question (the ADA access aisle) is not a parking space that will be used by vehicles and therefore will not generate visual impacts typically associated with a parking space. The purpose of the ADA access aisle is to provide pedestrian access to the ADA space. Therefore, the visual impact will be similar to other pedestrian access areas and will enhance the pedestrian experience consistent with this underlying purpose. Furthermore, any visual impact will be further mitigated by the landscaping shown on the Preliminary Landscaping Plan in Exhibit A, which will screen the ADA access aisle from the street.

This criterion is met.

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

Response: As discussed in the previous response, the adjusted interior setbacks are both planned to include screening and landscaping that exceed the standards in the RM-II zone so the development will not detract from the livability or appearance of the residential area. The adjusted vision clearance area will allow for safe egress from the site in accordance with current AASHTO standards. The adjustment to the ADA access aisle will minimize the visual impact of on-site parking and to enhance the pedestrian experience. This criterion is met.

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

Response: The stated purpose of the RM-II Zone is to implement the multiple family residential designation of the Salem Area Comprehensive Plan. The adjustments will allow the reasonable development of the property with a multiple family residential use at a density that is permitted in the district resulting in a project that is consistent with the overall purpose of the zone and complies with the City's design standards. This criterion is met.

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

Response: The Applicant acknowledges that the adjustments run with the land.

Chapter 514 – RM-II Multiple Family Residential

514.005. Uses.

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

Table 514-1: Uses		
Use	Status	Limitations & Qualifications
Household Living		
Multiple Family	P	

Response: This project involves a multiple family use as permitted in the RM-II Zone. This standard is met.

514.010. Development standards.

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

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

Response: This application does not include a land division. This standard does not apply.

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

Table 514-2: Lot Standards		
Requirement	Standard	Limitations & Qualifications
Lot Area		
Single Family	Min. 1,500 sq ft.	Applicable to townhouses
	Min 6,000 sq ft	Applicable to all other Single Family, except new single family detached dwellings on non-conforming lots of record less than 6,000 square feet in area.
Lot Width		
Single Family	Min 20 ft.	Applicable to townhouses
	Min 40 ft.	Applicable to all other Single Family
All Other Uses	Min 40 ft.	
Lot Depth		
Single Family	Min 70 ft.	
	Min 120 ft.	Applicable to double frontage lots
	Max 300% of average lot width	
All Other Uses	Min 80 ft.	
	Min 120 ft.	Applicable to double frontage lots
	Max 300% of average lot width	
Street Frontage		
Single Family	Min 20 ft.	Applicable to townhouses
	Min 40 ft.	Applicable to Single Family
	Min 30 ft.	Applicable to all other Single Family, when located on a lot fronting on the turnaround of a cul-de-sac street or the outside curve of a curved street having a radius of 200 feet or less and a direction change of 60 degrees or more. In no case shall the lot width be less than 40 ft. at the front building setback line.
All Other Uses	Min. 40 ft.	

Response: This application does not include a land division or reconfiguration. The lot standards do not apply.

- (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.

Table 514-3 Dwelling Unit Density			
Use	Standard		Limitations & Qualifications
	Minimum	Maximum	
Single Family, Two Family, and Multiple Family	12 dwelling units per acre	28 dwelling units per acre	
	N/A	N/A	Applicable to new single family detached dwelling on non-conforming lot of record less than 6,000 square feet in area
	6 dwelling units per acre	28 dwelling units per acre	Applicable to manufactured dwelling parks developed pursuant to SRC Chapter 235

Response: The area of the project site is ± 0.40 acres. Therefore, 5 units are required to meet the minimum density requirement (± 0.40 acres X 12 units per acre = ± 4.80 units) and the maximum density allowed is 11 units (± 0.40 acres X 28 units per acre = ± 11.20 units). The project includes seven units across one 6-plex building and one existing home. This standard is met.

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

Table 514-4: Lot Setbacks		
Requirement	Standard	Limitations & Qualifications
Abutting Street		
Buildings		
Single Family and Two Family	Min 12 ft.	Applicable along collector or arterial streets
	Min 20 ft.	
All other uses	Min 12 ft. plus one foot for each one-foot of height over 12 ft, but not to exceed 20 feet in depth	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Min. 12 ft.	
Interior Front		
Buildings		
Single Family and Two Family	Min 12 ft.	
All Other Uses	Zone-to-Zone Setback (Table 514-5)	

Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone to Zone Setback (Table 514-5)	
Interior Side		
Buildings		
Single Family	Min 5 ft.	Applicable to new buildings, other than townhouses and zero side yard dwellings
	Min 3 ft.	Applicable to existing buildings, other than townhouses and zero side yard dwellings
	None	Applicable to townhouses
	Per SRC 700.090	Applicable to zero side yard dwellings
Two Family	Min 5 ft.	
All other uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone-to-Zone Setback (Table 514-5)	
Interior Rear		
Buildings		
Single Family and Two Family	Min 14 ft.	Applicable to any portion of a building not more than one-story in height
	Min 20 ft.	Applicable to any portion of a building greater than one-story in height.
All other uses	Zone-to-Zone Setback (Table 514-5)	
Vehicle Use Areas		
All uses, other than Single Family and Two Family	Zone-to-Zone Setback (Table 514-5)	

Response: As shown on the Preliminary Site Plan in Exhibit A the maximum required 20-foot building setback is provided from the two abutting streets for the new 6-plex building. See below for responses to the applicable zone-to-zone setbacks. These standards are met.

Table 514-5: Zone-To-Zone Setbacks			
Abutting Zone	Type of Improvement	Setback	Landscaping & Screening
EFU	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Residential Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Mixed-Use Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		

Commercial Zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Public zone	Buildings and Accessory Structures	Min. 10 ft.	Type C
	Vehicle Use Areas		
Industrial and Employment Zone	Buildings and Accessory Structures	Min. 15 ft.	Type C
	Vehicle Use Areas		
Limitations and Qualifications: Zone-to-Zone setbacks are not required abutting an alley.			

Response: The applicable zone-to-zone setbacks are met with two Class 2 adjustments included in this application. One adjustment will reduce the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet. The adjusted northern setback area is planned to be planted with trees and shrubs that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3-gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The shrubs and shade trees are positioned adjacent to the new 6-plex building in order to provide additional screening from neighboring properties to the north. The fencing requirement for the Type C standard is met with an existing fence along this property boundary.

An adjustment is also included in this application to reduce the zone-to-zone setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet. The southern setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property. With the included adjustments, the applicable zone-to-zone setbacks are met.

Table 514-6 Lot Coverage; Height		
Requirement	Standard	Limitations & Qualifications
Lot Coverage		
Buildings and Accessory Structures		
All Uses	Max 50%	
Rear Yard Coverage		
Buildings		
All Uses	N/A	
Height		
Buildings		

Single Family and Two Family	Max 35 ft.	
Multiple Family, Residential Care, Nursing Care, and Short-term Commercial Lodging	Max 50 ft.	

Response: As shown on the Preliminary Site Plan in Exhibit A, the buildings and structures are planned to cover less than 50 percent of the lot. As shown in the building elevations in Exhibit A, the buildings are planned to be less than 50 feet in height. The standards in Table 514-6 met.

- (f) Maximum square footage for all accessory structures. In addition to the maximum coverage requirements established in Table 514-6, accessory structures to single family and two family uses shall be limited to the maximum aggregate total square footage set forth in Table 514-7.

Table 514-7 Maximum Coverage For All Accessory Structures	
Main Building Gross Area	Maximum Total Square Footage for All Accessory Structures
1,200 square feet or less	600 sq. ft.
Greater than 1,200 square feet	1,000 sq. ft. or 50% of main building gross area, whichever is less.

Response: Accessory structures are not planned for this project. This standard is met.

- (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.

Response: Landscaping conforming to the applicable standards is shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

- (2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.

Response: Parking areas greater than 6,700 square feet are not planned. Landscaping conforming to the applicable standards in SRC 806 and 807 is shown on the Preliminary Landscape Plan in Exhibit A. This standard is met.

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

Response: This project does not involve outdoor storage. This standard is met.

514.015. Design review.

Design review under SRC chapter 225 is required for development within the RM-II as follows:

- (a) 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.

-
- (b) Residential care with three or more self-contained dwelling units 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.

Response: A Class 1 Design Review for the planned 6-plex building is included in this application and findings addressing the multiple family design review standards are provided in the narrative that follows.

Chapter 702 – Multiple Family Design Review Standards

702.005. ` Multiple family design review.

- (a) Except as provided under subsection (b) of this section, and unless otherwise provided in the UDC, design review under SRC chapter 225 is required for all multiple family development.
- (b) Exceptions. Multiple family design review is not required for:
 - (A) Multiple family development within a mixed-use building.
 - (B) Multiple family development within:
 - (i) The Central Business District (CB) Zone.
 - (ii) The South Waterfront Mixed-Use (SWMU) Zone.
 - (iii) The Neighborhood Center Mixed-Use (NCMU) Zone.
 - (iv) The Broadway/High Street Retail Overlay Zone
 - (v) The Broadway/High Street Housing Overlay Zone.
 - (vi) The General Retail/Office Overlay Zone.
 - (vii) The Front Street Overlay Zone.
 - (viii) The Riverfront High Density Residential Overlay Zone.
 - (ix) The Riverfront Overlay Zone.
 - (x) The Salem Downtown Historic District.
 - (xi) The Public and Private Health Services (PH) Zone.
 - (xii) The Mixed Use-I (MU-I) Zone
 - (xiii) The Mixed Use-II (MU-II) Zone
 - (xiv) The West Salem Central Business District Zone

Response: None of the exceptions listed in (i) through (xiv) above apply. Multiple family design review is required and included in this application.

702.010. Multiple family design review design review standards.

Multiple family development shall comply with all of the applicable design review standards as follows:

- (a) Multiple family development with five to 12 dwelling units shall comply with the design review standards set forth in SRC [702.015](#) or the design review standards set forth in SRC [702.020](#).
- (b) Multiple family development with 13 or more dwelling units shall comply with the design review standards set forth in SRC [702.020](#).

- (c) The design review standards set forth in this chapter are in addition to, and not in lieu of, all other applicable development standards in the UDC. Where the design review standards conflict with the development standards in the UDC, the design review standards shall be the applicable development standard.

Response: The project involves multiple family development consisting of a total of seven dwelling units. Findings are included below that demonstrate that the planned development complies with all the applicable design standards for multiple family development with 5 to 12 dwelling units and therefore meets the approval criteria for a Class 1 Design Review.

702.015. Design review standards for multiple family development with five to twelve units.

(a) Open space standards.

- (1) To encourage the preservation of natural open space qualities that may exist on a site and to provide opportunities for active and passive recreation, all newly constructed multiple family developments shall provide a minimum 20 percent of the gross site area as designated and permanently reserved open space. For the purposes of this subsection, the term "newly constructed multiple family developments" shall not include multiple family developments created through only construction or improvements to the interior of an existing building(s). Indoor or covered recreation space may count toward this open space requirement.

- (A) To ensure usable open space, at least one common open space area shall be provided within the development that is at least 500 square feet in size and has a minimum dimension of 20 feet for all sides.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. This standard does not prohibit this area from being located in a required setback, nor does it prohibit the landscaping within this area shown on the Preliminary Plan. This standard is met.

- (B) To allow for a mix of different types of open space areas and flexibility in site design, private open space, meeting the size and dimension standards set forth in Table 702-1, may count toward the open space requirement. All private open space must meet the size and dimension standards set forth in Table 702-1.

Table 702-1 Private Open Space Size and Dimensions		
Location of Dwelling Units	Minimum Open Space Area Size	Minimum Dimension
Not more than 5 feet above finished grade	96 sq. ft.	6 ft.
More than 5 feet above finished grade	48 sq.ft.	6 ft.

Response: The project provides common open space on $\pm 30\%$ of the site. The project does not rely on private open space meeting these dimensional requirements to meet the open space requirements. Therefore, these dimensional requirements do not apply to the decks and patios shown on the plans. Nevertheless, the project includes decks on the upper units that are 72 square feet (12 feet x 6 feet) in area and ground level patios that are 96 square feet (16 feet x 6 feet) in area. These standards do not apply.

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- (C) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection. Example: a 500-square-foot improved open space area may count as 1,000 square feet toward the open space requirement.
- (i) Be a minimum 500 square feet in size with a minimum dimension of 20 feet for all sides; and
 - (ii) Include at least one of the following types of features:
 - a. Covered pavilion.
 - b. Ornamental or food garden.
 - c. Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
 - d. Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
 - e. Swimming pool or wading pool.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

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

Response: A common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

(b) Landscaping standards.

- (1) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:
 - (A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and
 - (B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chainlink fencing with slats shall not be allowed to satisfy this standard.

Response: The development site does not abut property that is zoned Residential Agricultural (RA) or Single Family Residential (RS). The provisions under this section do not apply.

- (2) Multiple family developments shall comply with the landscaping standards applicable in the underlying zone in which such developments are located.

Response: This project is located in the RM-II zoning district. As shown in the Preliminary Landscape Plan in Exhibit A, the side and vehicle use area setbacks are planned with landscaping that exceeds the Type C landscaping and screening standard required in the RM-II zoning district. This standard is met.

(c) Site safety and security.

- (1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.
- (2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Response: As shown in the floor plans and elevations in Exhibit A, windows are provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths. Lighting is planned to be provided with wall mounted fixtures to illuminate exterior dwelling entrances, parking areas, and pedestrian paths as indicated on the plans. These standards are met.

(d) Parking and site design.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the on-site parking areas are planned to be located beside the building when viewing the building from the street. The plan shows the off-street surface parking areas and vehicle maneuvering areas are not located between a building or structure and a street. This standard is met.

The City has requested that the Applicant submit an Adjustment to meet this standard

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

Response: Pedestrian pathways are planned to be provided that connect to and between buildings, common open space, the parking area, and the public sidewalks, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(e) Façade and building design.

- (1) Where a development site abuts property zoned Residential Agricultural (RA) or Single Family Residential (RS), buildings shall be setback from the abutting RA or RS zoned property as set forth in Table 702-2 to provide

appropriate transitions between new buildings and structures on-site and existing buildings and structures on abutting sites.

- (A) A 5-foot reduction is permitted to each required setback in Table 702-2 provided that the height of the required fence in [Sec. 702.015\(b\)\(1\)\(B\)](#) is increased to eight feet tall.

Response: This project does not abut property zoned Residential Agricultural (RA) or Single Family Residential (RS). This standard does not apply.

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

Response: The total site width is ±89 feet. The adjusted building setback along the north interior property line reduces the buildable width by 6 feet. The building setback along the south interior property line reduces the buildable width by 10 feet. Table 806-4 requires a minimum driveway width of 22 feet for this project, thereby reducing the buildable width by another 22 feet. The net buildable width of the site along 40th Place SE is 51 feet (89 feet – 6 feet – 10 feet – 22 feet = 51 feet). The site has less than 75 feet of buildable width. Therefore, this standard does not apply.

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

Response: The ground unit closest to 40th Place SE includes an entrance facing 40th Place SE with a direct pedestrian access to the adjacent sidewalk, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

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

Response: The project includes two ground level dwelling units. Each of these ground level dwelling units has two architecturally defined entry areas. The entry areas for the ground level dwelling units on the north side of the building are architecturally defined with covered forecourt areas that will function as patios and/or porches for residents and define the entry areas for visitors. Additional architectural definition can be provided for these entries as necessary to meet this standard.

The other two entryways to the two ground level dwelling units are defined with a common entryway that is articulated with a differentiated common portico, as shown on the Building Elevations in Exhibit A. The proposal exceeds the requirements under this standard for the ground floor level dwelling units.

The standard is ambiguous as to whether it is intended to apply to the upper-level dwelling units, in addition to the ground floor units stated in the standard. Nevertheless, staff can find the common entryway shown on the plans, that is articulated with a differentiated portico (shown on the south elevation in the plans), is permissible at the

south common entry area because the two ground level dwelling units include individual entry areas on the north side of the building that are architecturally defined. The two ground level dwelling units do not rely on the common architecturally defined entry area to meet the minimum requirements. Therefore, staff can find that the differentiated portico provides the required architectural definition for the four upper-level units and provides additional architectural definition for the ground level dwelling units above what the minimum standard requires. The standard is met.

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

Response: This project does not involve roof-mounted mechanical equipment other than vents or ventilators. This standard does not apply.

- (6) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 75 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided.

Response: This project does not involve flat roofs that exceed a horizontal length of 75 feet. This standard does not apply.

Chapter 800 – General Development Standards

800.050. Fences, walls, hedges, gates, and retaining walls.

Unless otherwise provided under the UDC, the standards set forth in this section shall apply to fences, walls, hedges, gates, and retaining walls in all zones. Where screening is required under the UDC in the form of a fence, wall, or hedge, it shall meet the standards set forth in SRC chapter 807, in addition to the standards set forth in this section. For purposes of this section, the term "front yard" means that portion of a lot located between the front property line and a line parallel to the front property line extended from the wall of the main building lying at the greatest distance from the front property line.

- (a) Location, height, and density. Fences, walls, hedges, gates, and retaining walls shall comply with the location, height, and density standards set forth in this subsection.

- (1) Fences and walls.

- (A) Residential zones and property used for uses falling under household living in other zones. Fences and walls within residential zones, or on property used for uses falling under household living in other zones, shall not exceed a maximum height of eight feet; provided, however:

- (i) Front yard abutting street. Fences and walls within a front yard abutting a street shall not exceed a maximum height of four feet when located within 20 feet of the property line abutting the street; provided, however, within ten feet of the property line abutting the street any portion of the fence or wall above 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the fence or wall.

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- (ii) Side and rear yards abutting street. Fences and walls within a side or rear yard abutting a street shall not exceed a maximum height of six feet when located within ten feet of a property line abutting a street.

Response: Fences or walls over 8 feet high are not planned. A sight obscuring fence is planned along the southern property boundary to meet the Type C landscaping standard, as indicated on the Preliminary Plans in Exhibit A. This standard is met.

(***)

- (2) Hedges. There is no maximum height limitation for hedges; provided, however, where a hedge is located within ten feet of a property line abutting a street, any portion of the hedge more than 30 inches in height shall be less than 25 percent opaque when viewed at any angle at a point 25 feet away from the hedge.

Response: Hedges are not planned for this project within any vision clearance area. This standard is met.

- (3) Gates. Where a gate is part of a fence, wall, or hedge it shall conform to the height limitations applicable to fences and walls set forth under SRC 800.050(a)(1). Gates shall not swing open onto a public right-of-way or vehicle or pedestrian easement.

Response: This project does not involve gates as part of the planned fences. This standard does not apply.

- (4) Retaining walls. Retaining walls shall not exceed a maximum height of four feet when located at the property line abutting a street. Retaining walls not located at the property line abutting a street may exceed four feet in height.

Response: This project does not include retaining walls. This standard does not apply.

- (b) Vision clearance. Notwithstanding any other provision of this section, fence, walls, hedges, gates, and retaining walls shall conform to the vision clearance requirements of SRC chapter 805.

Response: The location of the planned fence is shown on the Preliminary Site Plan in Exhibit A. Fences are not planned within the required vision clearance areas. This standard is met.

- (c) Material.

- (1) Fences. Fences shall be constructed of materials specifically designed and manufactured for fencing purposes, including, but not limited to, wooden pickets, vinyl, wrought iron, and chain link fencing, with or without plastic or wood slats. Materials not specifically designed as fencing material, including, but not limited to, corrugated cardboard, corrugated metal, plywood, wooden pallets, garage doors, concrete rubble, and other junked material, are prohibited. Chicken wire may be used within the Residential Agriculture (RA) Zone if used to raise livestock. Fencing for raising livestock in other zones may be replaced if the use was an allowed use on the property prior to December 31, 2002. Fencing used for the establishment and protection of vegetation is permitted for a period not to exceed six months.

Response: The planned fence is not anticipated to be constructed with the above-listed materials. None of the prohibited materials are planned to be used in the construction of planned fence. This standard can be met.

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- (2) Walls. Walls shall be constructed of materials specifically designed and manufactured for use as walls, including, but not limited to, masonry, rock, concrete, concrete block, or other similar material.

Response: Walls are not planned for the project. This standard does not apply.

- (d) Hazardous materials. Fences and walls shall not be constructed of or contain any material which will do bodily harm, such as electric or barbed wire, upturned barbed selva, broken glass, spikes, or any other hazardous or dangerous material, except as follows:

Response: Hazardous materials, as listed above, are not included for fences and no walls are planned. This standard is met.

800.055. Solid waste service areas.

Solid waste service areas shall provide for the safe and convenient collection of solid waste and recyclable and compostable materials by the local solid waste collection franchisee.

- (a) *Applicability.* Solid waste service area design standards shall apply to:
- (1) All new solid waste, recycling, and compostable service areas, where use of a solid waste, recycling, and compostable receptacle of one cubic yard or larger is proposed; and
- (2) Any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.
- (b) *Solid waste receptacle placement standards.* All solid waste receptacles shall be placed at grade on a concrete pad that is a minimum of four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

Response: The solid waste receptacles shown on the Preliminary Site Plan in Exhibit A, are planned to be placed at grade on an asphalt pad that will be a minimum of six inches thick. This standard is met.

- (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 one foot beyond the sides and rear of the receptacle; and

Response: The pad area is planned to extend a minimum of one foot beyond the sides and rear of the receptacle, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (B) The pad area shall extend a minimum three feet beyond the front of the receptacle.

Response: The pad area shown on the Preliminary Site Plan in Exhibit A is planned to extend a minimum of three feet beyond the front of the receptacle. This standard is met.

- (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.

Response: As shown on the Preliminary Site Plan in Exhibit A, the receptacles are not planned to face each other. This standard does not apply.

- (2) Minimum separation.

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- (A) A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure.

Response: The waste area includes a minimum separation of 1.5 feet provided between the receptacle and the side wall of the enclosure, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (B) A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

Response: The receptacle provides a minimum separation of five feet shall between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(3) Vertical clearance.

- (A) Receptacles two cubic yards or less. Receptacles two cubic yards or less in size shall be provided with a minimum of eight feet of unobstructed overhead or vertical clearance for servicing.

- (B) Receptacles greater than two cubic yards. Receptacles greater than two cubic yards in size shall be provided with a minimum of 14 feet of unobstructed overhead or vertical clearance for servicing; provided, however, overhead or vertical clearance may be reduced to eight feet:

- (i) For enclosures covered by partial roofs, where the partial roof over the enclosure does not cover more than the rear eight feet of the enclosure, as measured from the inside of the rear wall of the enclosure (see Figure 800-6); or
- (ii) Where a physical barrier is installed within, and a maximum of eight feet from the front opening of, the enclosure preventing the backward movement of the receptacle (see Figure 800-7).

Response: The receptacle is not planned to be covered and therefore will provide unobstructed overhead clearance. This standard is met.

(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.

Response: The project will not be serviced by a permanent drop box or compactor. These standards do not apply.

(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.

Response: The solid waste service area will be enclosed, as indicated on the Preliminary Site Plan in Exhibit A. In addition to the enclosure, the project also provides screening at the property line with a six-foot-tall sight-obscuring fence. These standards are met.

- (e) Solid waste service area enclosure standards. When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.
- (1) Front opening of enclosure. The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.

Response: The solid waste service enclosure includes an opening with a minimum of 12 feet in width as shown on the Preliminary Site Plan in Exhibit A. These standards are met.

(2) Measures to prevent damage to enclosure.

- (A) Enclosures constructed of wood or chain link 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.

Response: The final design of the enclosure can include 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 as necessary. This requirement can be reviewed as part of a future site development permit. This standard can be met.

- (B) Enclosures constructed of concrete, brick, masonry block, or similar types of material shall contain a minimum four-inch nominal high bumper curb at ground level located 12 inches inside the perimeter of the outside walls of the enclosure, or a fixed bumper rail to prevent damage from receptacle impacts.
- (C) The requirements under subsections (e)(2)(A) and (B) of this section shall not apply if the enclosure is designed to be separated:
 - (i) A minimum distance of two feet from the sides of the container or receptacles; and
 - (ii) A minimum of three feet from the rear of the container or receptacles.

Response: The enclosure is planned to be constructed of chain link fence. However, the final design of the enclosure can include 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, as necessary. Additional separation under this standard is not anticipated to be necessary. This requirement can be reviewed as part of a future site development permit. This standard can be met.

- (3) Enclosure gates. Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Response: As shown on the Preliminary Site Plan in Exhibit A, the area in front of the enclosure is free of obstructions and will allow the gate to open a minimum of 120 degrees. The final design of the enclosure will include restrainers in the open and closed positions. This standard is met.

- (4) Prohibited enclosures. Receptacles shall not be stored in buildings or entirely enclosed structures unless the receptacles are:
 - (A) Stored in areas protected by an automatic sprinkler system approved by the City Fire Marshal; or
 - (B) Stored in a building or structure of a fire resistive Type I or Type IIA construction that is located not less than ten feet from other buildings and used exclusively for solid waste receptacle storage.

Response: The receptacles will not be placed in an entirely enclosed structure. This standard does not apply.

- (f) Solid waste service area vehicle access.
 - (1) Vehicle operation area.
 - (A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening.

Response: As shown on the Preliminary Site Plan in Exhibit A, a vehicle operation area is be provided for solid waste collection service vehicles that is free of obstructions with 45 feet of length and 15 feet of width and oriented perpendicular to the receptacles consistent with Figure 800-8. This standard is met.

- (B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:
 - (i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);
 - (ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or

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- (iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

Response: As shown on the Preliminary Site Plan in Exhibit A, the receptacles are planned to be more than two cubic yards. This standard is met does not apply. Nevertheless, the vehicle operation area is planned to be perpendicular to the permanent location of the receptacle or the enclosure opening consistent with Figure 800-8. This standard is met.

- (C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.

Response: The vehicle operation area shown on the Preliminary Site Plan in Exhibit A does not coincide with the parking spaces and will be kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles. This standard is met.

- (D) Vertical clearance. Vehicle operation areas shall have a minimum vertical clearance of 14 feet.

Response: The space above the vehicle operation area is unobstructed and therefore will provide unobstructed vertical clearance. This standard is met.

- (E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

Response: The vehicle operation area provides access to the vehicle operation area with a direct approach into position for operation of the service vehicle perpendicular to the trash receptacles as shown on Preliminary Site Plan in Exhibit A. The Applicant contacted Republic Services, the solid waste collection franchisee, and had them review the configuration of the vehicle access area shown on the revised plans. The franchisee confirmed that the configuration of the vehicle operation area is acceptable and provides their ingress/egress needs. Furthermore, they concurred that the configuration shown in the plans does provide a direct approach into position for operation of the service vehicle. SRC 800.055(f)(1)(E) applies "in the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle." Because the proposal provides access to the vehicle operation area with a direct approach into position for operation of the service vehicle, this standard does not apply, and a turnaround is not required. This standard does not apply.

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

Response: The Applicant contacted Republic Services, the solid waste collection franchisee, and confirmed that the configuration provides direct access to the collection receptacles as

required under this section. An adjustment to the solid waste service enclosure standards is not required. This standard does not apply.

800.060. Exterior lighting.

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

Response: As indicated on the Preliminary Site Plan in Exhibit A, wall mounted lights are planned on the front of the building with shielding that will prevent light from shining onto adjacent properties or cast glare onto the public right-of-way. This standard is met.

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803.015. Traffic impact analysis.

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- (b) **Applicability.** An applicant shall provide a traffic impact analysis if one of the following conditions exists:
 - (1) The development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Trips shall be calculated using the adopted Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the trips shall be calculated based on the proposed development that will occur on all lots that will be created by the land division.

Response: A completed Trip Generation Estimate (TGE) Form is included in Exhibit B of this application. The seven new multiple family homes included in this application will generate less than 200 trips per day on 40th Place SE (a local street). Trip generation will not exceed this standard's condition and a traffic impact analysis is therefore not required.

Chapter 804 – Driveway Approaches

Sec. 804.025. - Class 2 driveway approach permit.

- (a) **Required.** A Class 2 driveway approach permit is required for:
 - (1) A driveway approach onto a parkway, major arterial, or minor arterial;
 - (2) A driveway approach onto a local or collector street providing access to a use other than single family, two family, three family, or four family;
 - (3) A driveway approach providing access to a corner lot that abuts only local or collector streets, where the driveway approach will provide access onto the street with the higher street classification; or
 - (4) Maintenance, repair, or replacement of an existing permitted driveway approach, which is part of, or needed for, redevelopment of commercial or industrially zoned property.
- (b) **Procedure type.** A Class 2 driveway approach permit is processed as a Type II procedure under SRC chapter 300.

Response: A Class 2 Driveway Approach Permit is included in this consolidated land use application so that it can be reviewed as a Type II procedure. This requirement is met.

(c) Submittal requirements. In lieu of the application submittal requirements under SRC chapter 300, an application for a Class 2 driveway approach permit shall include the following:

- (1) A completed application form.
- (2) A site plan, of a size and form and in the number of copies meeting the standards established by the Director, containing the following information:
 - (A) The location and dimensions of the proposed driveway approach;
 - (B) The relationship to nearest street intersection and adjacent driveway approaches;
 - (C) Topographic conditions;
 - (D) The location of all utilities;
 - (E) The location of any existing or proposed buildings, structures, or vehicular use areas;
 - (F) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to SRC chapter 808; and
 - (G) The location of any street trees adjacent to the location of the proposed driveway approach.
- (3) Identification of the uses or activities served, or proposed to be served, by the driveway approach.
- (4) Any other information, as determined by the Director, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

Response: This application includes the applicable forms, plans, written narrative, and supporting exhibits. These standards are met.

(d) Criteria. A Class 2 driveway approach permit shall be granted if:

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

Response: The planned driveway approach, shown in the Preliminary Plans in Exhibit A, is intended to meet the applicable Public Works Design Standards. This standard is met.

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

Response: The driveway approach, shown in the Preliminary Plans in Exhibit A, is planned in the location shown, in part, because no site conditions prevent placing the driveway approach in the location shown. This standard is met.

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

Response: The driveway, shown in the Preliminary Plans in Exhibit A, is planned onto 40th Place SE (a local street). Therefore, the project minimizes the number of driveway approaches onto an arterial. This standard is met.

- (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;

Response: The driveway, shown in the Preliminary Plans in Exhibit A, is planned onto 40th Place SE (a local street). Therefore, the project takes access from the lowest classification (local) of street abutting the property. This standard is met.

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

Response: This application includes a Type II adjustment to allow for a vision clearance area to be provided in accordance with AASHTO standard. Please refer to the Sight Distance Analysis in Exhibit F for more information. With the included adjustment, this standard is met.

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

Response: The proposed driveway approach is planned to be constructed according to all applicable City standards to prevent traffic hazards and provide for safe turning movements and access. This standard is met.

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

Response: The proposed driveway approach will have no adverse impacts to the vicinity. The approach will result in one driveway serving the lot on the lowest classification of street serving the property in accordance with applicable standards. This standard is met.

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

Response: The approach will result in one driveway serving the lot on the lowest classification of street serving the property in accordance with applicable standards. The approach will be located more than 160 feet from the nearest intersection with Carson Drive SE to the south. Therefore, the proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections. This standard is met.

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

Response: The proposed driveway approach will provide legal access to a residential property consistent with the access provided for other residentially zoned properties in the district. This standard is met.

Chapter 806 – Off-Street Parking, Loading and Driveways

806.005. Off-street parking; when required.

- (a) General applicability. Off-street parking shall be provided and maintained as required under this chapter for:
 - (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous use or activity.

(3) Any intensification, expansion, or enlargement of a use or activity.

Response: Off-street parking is provided for the multiple family uses included in this application as required under this chapter. These standards are met.

- (b) **Applicability to Downtown Parking District.** Within the Downtown Parking District, off-street parking shall only be required and maintained for uses or activities falling under household living.

Response: The planned project is not in the Downtown Parking District.

(***)

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 in the following locations:

- (a) **Residential zones.** Within residential zones, required off-street parking may be located within 200 feet of the development site containing the use or activity it serves.

Response: As shown on the Preliminary Plans in Exhibit A, required off-street parking is located on the same site as the use it serves. This standard is met.

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806.015. Amount off-street parking.

- (a) **Minimum required off-street parking.** Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.

Table 806-1: Minimum Off-Street Parking		
Use	Minimum Number of Spaces Required ¹	Limitations & Qualifications
Multiple-family	None	Applicable to multiple family located within the CSDP area or one-quarter mile of the Core Network.
	1 per dwelling unit	Applicable to all other multiple family consisting of 5 to 12 dwelling units.
	1 per studio unit or dwelling unit with 1 bedroom	Applicable to all other multiple family consisting of 13 or more dwelling units.
	1.5 per dwelling unit with 2 more bedrooms	
	1 per dwelling unit	Applicable to all other multiple family consisting of 13 or more dwelling units located within the MU-I zone or MU-II zone.
	1 per 4 dwelling units	Applicable to low-income elderly housing

Response: The project involves seven dwelling units, thereby requiring a minimum of 7 spaces (1 per dwelling unit). As shown on the Preliminary Site Plan in Exhibit A, 8 spaces are planned on site. This standard is met.

- (b) **Compact parking.** Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces.

Response: Two compact parking spaces are planned accounting for 28.5% of the minimum required parking spaces. This standard is met.

- (d) Carpool and vanpool parking. New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

Response: This application does not require 60 or more off-street parking spaces. This standard does not apply.

- (d) Maximum off-street parking. Unless otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Table 806-2: Maximum Off-Street Parking	
Minimum Number of Off-Street Parking Spaces Required (From Table 806-1)	Maximum Number of Off-Street Parking Spaces Allowed
20 Spaces or Less	2.5 times minimum number of spaces required.
More than 20 Spaces	1.75 times minimum number of spaces required.

Response: This project requires a minimum of seven parking spaces and permits a maximum of 18 spaces. Eight spaces are planned. This standard is met.

- (e) Reductions to required off-street parking through alternative modes of transportation.
- (1) Construction of transit related improvements. When adjacent to transit service, minimum required off-street parking may be reduced by up to ten percent for redevelopment of an existing off-street parking area for transit-related improvements, including transit stops, pullouts and shelters, park and ride lots, transit-oriented developments, and similar facilities.
 - (2) Satisfaction of off-street parking through implementation of a plan for alternative modes of transportation. Minimum required off-street parking for uses or activities other than household living may be reduced through implementation of a plan providing for the use of alternative modes of transportation to decrease the need for off-street parking. The plan shall be reviewed as a Class 2 Adjustment under SRC chapter 250.

Response: No reductions to the required amount of off-street parking are requested. This standard does not apply.

806.020. Method of providing off-street parking.

- (a) General. Off-street parking shall be provided through one or more of the following methods:
- (1) Ownership. Ownership in fee by the owner of the property served by the parking;
 - (2) Easement. A permanent and irrevocable easement appurtenant to the property served by the parking;
 - (3) Lease Agreement. A lease agreement with a minimum term of five years; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;

-
- (4) Lease or rental agreement in parking structure. A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (5) Joint parking agreement. A joint parking agreement between the owners of two or more uses or activities, buildings or structures, or lots may be approved by the City. Joint use of required off-street parking spaces through a joint parking agreement may occur where two or more uses or activities on the same or separate development sites are able to share the same parking spaces because their parking demands occur at different times. Joint parking shall meet the following standards:
 - (A) Proximity of joint parking to uses or activities served. Joint parking areas shall be located as set forth in SRC 806.010.
 - (B) Compatible hours of operation. The hours of operation for the uses or activities subject to a joint parking agreement shall not substantially overlap and there shall be no substantial conflict in the principal operating hours.

Response: Off-street parking is provided through ownership of the property. This standard is met.

(***)

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

Unless otherwise provided under the UDC, off-street parking and vehicle use areas, other than driveways and loading areas, for uses or activities other than single family 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 shall apply to:
 - (1) The development of new off-street parking and vehicle use areas;
 - (2) The expansion of existing off-street parking and vehicle use areas, where additional paved surface is added;
 - (3) The alteration of existing off-street parking and vehicle use areas, where the existing paved surface is replaced with a new paved surface; and
 - (4) The paving of an unpaved area.

Response: This application includes new off-street parking and vehicle use areas. The standards in this section apply.

- (b) Location.

- (1) Generally. Off-street parking and vehicle use areas shall not be located within required setbacks.

Response: This application includes an adjustment to the applicable interior side setback between the vehicle use area and the southern property line. With the included adjustment, this standard is met.

- (2) Carpool and vanpool parking. Carpool and vanpool parking shall be located so it is the closest employee parking to the building entrance normally used

by employees; provided, however, it shall not be located closer than any parking designated for disabled parking.

Response: Carpool or vanpool parking is not required or planned for this project. This standard does not apply.

- (3) Underground parking. Off-street parking may be located underground in all zones, except the RA and RS zones. Such underground parking may be located beneath required setbacks; provided, however, no portion of the structure enclosing the underground parking shall project into the required setback, and all required setbacks located above the underground parking structure shall be landscaped as otherwise required under the UDC.

Response: Underground parking is not planned. This standard does not apply.

(c) Perimeter setbacks and landscaping.

(1) Perimeter setbacks and landscaping, generally.

(A) Perimeter setbacks. Perimeter setbacks, as set forth in this subsection, shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures. Perimeter setbacks for parking garages are set forth under subsection (c)(5) of this section. Perimeter setbacks are not required for:

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

(ii) Vehicle storage areas within the IG zone.

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

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

(v) Underground parking.

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

Response: The perimeter setback for the off-street parking and vehicle use area included in this application is planned with landscaping and screening that exceeds the requirement set forth in this subsection, as shown on the Preliminary Landscape Plan in Exhibit A. These standards are met.

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

Response: The off-street parking and vehicle use areas included in this application do not abut a street. Therefore, the provisions of this section do not apply and have been omitted from this application.

(***)

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

Response: Greater setbacks are required for the vehicle use areas under Section 514.010 of the UDC. Therefore, this standard does not apply.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the planned parking area is setback from the building by a minimum 5-foot-wide unobstructed walkway. This standard is met.

- (5) Perimeter setbacks and landscaping for parking garages. Perimeter setbacks and landscaping as set forth in subsection (c) of this section shall be required for parking garages; provided, however, perimeter setbacks and landscaping are not required for:
 - (A) Any portion of a parking garage with frontage on a street and containing ground floor uses or activities other than parking.
 - (B) Any parking garage within an industrial zone, public zone, or commercial zone, other than a CO zone, that abuts an interior front, side, or rear property line where there is no required building setback.
 - (C) Any parking garage abutting an alley.

Response: Parking garages or parking structures are not planned for this project. This standard does not apply.

(d) Interior landscaping.

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

Response: Parking areas greater than 5,000 square feet are not included in this application. The interior landscaping standards do not apply.

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- (e) Off-street parking area dimensions. Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6; provided, however, minimum off-street parking area dimensions shall not apply to:

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

Response: As shown on the Preliminary Site Plan in Exhibit A, standard and compact parking spaces are planned that meet the minimum dimensional standards set forth in Table 806-6. This standard is met.

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

Response: Finished grades of the off-street parking and vehicle use areas are shown on the Grading and Drainage Plan in Exhibit A. Finished grades for the off-street parking spaces and internal accessways are not shown with grades/slopes exceeding 8 percent. This standard is met.

- (g) Surfacing. Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:

- (1) Vehicle storage areas within the IG zone.
- (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
- (3) Gravel off-street parking areas, approved through a conditional use permit.

Response: The off-street parking and vehicle use area shown on the Preliminary Site Plan in Exhibit A is planned with a hard surface material meeting the Public Works Design Standards. This standard is met.

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

Response: Drainage is provided as shown on the Grading and Drainage Plan in Exhibit A. This was prepared by a registered professional engineer and is intended to comply with the City's Public Works Design Standards. This standard is met.

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

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

Response: A 7-foot-wide walkway is provided in front of the building with a curb that allows for 2 feet of overhang at the front portion of the parking space while preserving 5 feet of

unobstructed walkway width. Bumper guards are planned at the front of the two compact spaces as shown on the plans. This standard is met.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, standard and compact parking spaces and are planned to be striped in conformance with the minimum dimensional standards (9 feet wide by 19 feet long with a 2-foot overhang) set forth in Table 806-6. This standard is met.

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

Response: Future marking and signage shown on the plans will conform to the Manual of Uniform Traffic Control Devices, as necessary. This standard can be met.

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

Response: As indicated on the Preliminary Site Plan in Exhibit A, lighting for off-street parking and vehicle use areas is planned to be provided with wall mounted lighting fixtures that will include shielding to prevent light from shining onto adjacent residentially zoned property. This standard is met.

- (m) Off-street parking area screening. Off-street parking areas with more than six spaces shall be screened from abutting residentially zoned property, or property used for uses or activities falling under household living, by a minimum six-foot-tall sight-obscuring fence, wall, or hedge; provided, however, screening is not required for vehicle storage areas within the IG zone.

Response: The off-street parking areas are planned to be screened from abutting residentially zoned property by a 6-foot-tall fence around the perimeter of the property, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

806.040. Driveway development standards for uses or activities other than single family or two family.

Unless otherwise provided under the UDC, driveways for uses or activities other than single family or two family shall be developed and maintained as provided in this section.

- (a) Access. Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available, or a loop to the single point of access. The driveway approaches to the driveways shall conform to SRC chapter 804.

Response: A single driveway for ingress and egress is planned to access the parking area, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (b) Location. Driveways shall not be located within required setbacks except where:
- (1) The driveway provides direct access to the street, alley, or abutting property.
 - (2) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: The planned driveway shown in the Preliminary Site Plan in Exhibit A provides direct access to 40th Place SE. This standard is met.

- (c) Setbacks and landscaping.
- (1) Perimeter setbacks and landscaping, generally. Perimeter setbacks and landscaping as set forth in this subsection shall be required for driveways abutting streets and abutting interior front, side, and rear property lines; provided, however, perimeter setbacks and landscaping are not required where:
 - (A) The driveway provides direct access to the street, alley, or abutting property.
 - (B) The driveway is a shared driveway located over the common lot line and providing access to two or more uses.

Response: As shown in the Preliminary Site Plan in Exhibit A, the planned driveway will provide direct access to the street. Therefore, perimeter setbacks and landscaping are not required at the planned driveway location.

- (2) Perimeter setbacks and landscaping abutting streets. Unless a greater setback is required elsewhere within the UDC, driveways abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setbacks and landscaping standards set forth under SRC 806.035(c)(2).

Response: The planned driveway does not abut a street. This standard does not apply.

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

Response: The planned driveway abuts an interior property to the south. Greater setbacks are required for this area under Table 514-4 of the UDC. Therefore, this standard does not apply.

- (d) Dimensions. Driveways shall conform to the minimum width set forth in Table 806-7.

Table 806-7: Minimum Driveway Width

Type of Driveway	Width	Inside Radius of Curves & Corners
One-Way Driveway	12 ft.	25 ft., measured at curb or pavement edge
Two-Way Driveway	22 ft.	25 ft., measured at curb or pavement edge

- (e) Surfacing. All driveways shall be paved with a hard surface material meeting the Public Works Design Standards.
- (f) Drainage. Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
- (g) "No Parking" signs. Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

Response: The planned driveway is ±24 feet wide and will accommodate two-way traffic. The driveway as shown will be surfaced with a hard surface material, adequately designed, graded, drained, and signed to meet applicable Public Works Design Standards. These standards are met.

806.045. Bicycle parking; when required.

- (a) General applicability. Bicycle parking shall be provided as required under this chapter for:
 - (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.

Response: The bicycle parking requirements apply to the new multiple family homes included in this application.

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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.

Response: As shown on the Preliminary Site Plan in Exhibit A, bicycle parking is planned to be located on the same site as the new multiple family homes. This standard is met.

806.055. Amount of bicycle parking.

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

Table 806-8: Minimum Bicycle Parking		
Use	Minimum Number of Spaces Required	Limitations & Qualifications
Multiple family	The greater of 4 spaces or 0.1 spaces per dwelling unit	

Response: This application includes seven multiple family homes requiring four bicycle parking spaces which will be provided as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

806.060. Bicycle parking development standards.

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

- (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.

Response: The bicycle parking areas are planned outside of the new building as indicated on the Preliminary Site Plan in Exhibit A. This standard is met.

- (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.

Response: The parking areas are planned with a direct and accessible route to the public right-of-way from the building entrance. The route is free of obstructions that would require users to lift their bikes to access them. See the Preliminary Site Plan in Exhibit A for more information. This standard is met.

- (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.

Response: The bicycle parking spaces are planned to be 2 feet wide by 6 feet long, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (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.

Response: The bicycle parking spaces are planned to be installed on a hard surface meeting Public Works Design Standards, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

- (e) Bicycle racks. Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall accommodate the bicyclist's own locking device.

- (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.

Response: The bicycle parking shown on the Preliminary Site Plan in Exhibit A is planned to be provided with staple/inverted U style racks. This standard is met.

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Chapter 807 – Landscaping and Screening

807.015. Landscaping and screening.

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

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

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

Response: The adjusted northern setback area is planned to be planted with trees, shrubs, and groundcover that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3 gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The fencing requirement for the Type C standard is met with an existing fence along this property boundary.

The adjusted southern setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of

landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property.

Both setback areas are planned to provide landscaping that exceeds the Type C standard. This standard is met.

- (b) Plant materials and corresponding plant unit values. Plant materials, their corresponding minimum plant unit values, and minimum plant material size at time of planting for landscaping within required landscaped areas are set forth in Table 807-2. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials shall provide for a minimum 75 percent coverage of required landscaped areas within five years.

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

Response: The Preliminary Landscape Plan in Exhibit A shows the location, quantities, varieties, sizes, and intended coverage of the plants that are planned for the project. This standard is met.

- (c) Preservation of existing trees and vegetation. The preservation of existing trees and vegetation is encouraged. If preserved, existing trees as defined under SRC chapter 808, existing trees less than ten inches dbh, and existing vegetation may be utilized to satisfy required landscaping if they conform to the minimum plant unit requirements specified in this chapter.
- (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.
- (1) Removal of trees within required setbacks. When an existing tree or trees, as defined under SRC chapter 808, within a required setback are proposed for removal, two new trees shall be planted for each tree removed. Replanted trees shall be of either a shade or evergreen variety with a minimum 1.5 inch caliper.

Response: The project does not include tree removal. This standard does not apply.

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

-
- Response:** The project does not include tree removal. This standard does not apply.
- (e) Screening standards. Unless otherwise provided under the UDC, where screening is required in the form of a fence, wall, or landscaping, it shall conform to the following standards:
- (1) Height. Fences and walls shall be a minimum of six feet in height. Landscaping shall be of a species that will attain a height of at least six feet within three years after planting.
- Response:** Six-foot-high fences are planned to provide perimeter screening around the property according to the Type C landscape standard as shown on the Preliminary Site Plan in Exhibit A. This standard is met.
- (2) Opacity. Screening shall be sight-obscuring. Fences, walls, and landscaping shall be at least 75 percent opaque when viewed from any angle at a point 25 feet away from the fence, wall, or landscaping. Landscaping shall be of an evergreen species that will attain required opacity within three years after planting.
- Response:** The fencing used to provide perimeter screening is planned to be sight obscuring. This standard is met.
- (3) Maintenance. Fences and walls shall be maintained in safe condition, and shall be maintained as opaque. Landscaping shall be replaced within six months after dying or becoming diseased to the point that required opacity can no longer be maintained.
- Response:** The Applicant intends to keep the planned fences maintained as necessary. This standard can be met.
- (f) Berm. Unless otherwise provided under the UDC, where screening is required in the form a berm, the berm shall be an earthen mound no less than three feet in height above the existing grade, and shall be constructed with a slope no steeper than 3:1 on all sides. The berm shall be planted with plant materials to prevent erosion. The berm shall not alter natural drainage flows from abutting properties.
- Response:** Berms are not planned to provide screening. This standard does not apply.
- (g) Street trees. Development adjacent to public streets shall provide street trees that meet the standards and specifications set forth in SRC chapter 86.
- Response:** Street trees are planned along 40th Place SE as shown on the Preliminary Landscape Plan in Exhibit A. These trees are intended to comply with SRC chapter 86, as applicable. This standard is met.

IV. Conclusion

The required findings have been made and this written narrative and accompanying documentation demonstrate the application is consistent with the applicable provisions of the Salem Revised Code. The evidence in the record is substantial and the City can rely upon this information to approve the application.

Exhibit A: Preliminary Plans

Exhibit B: City of Salem Application Forms

Exhibit C: Pre-Application Report

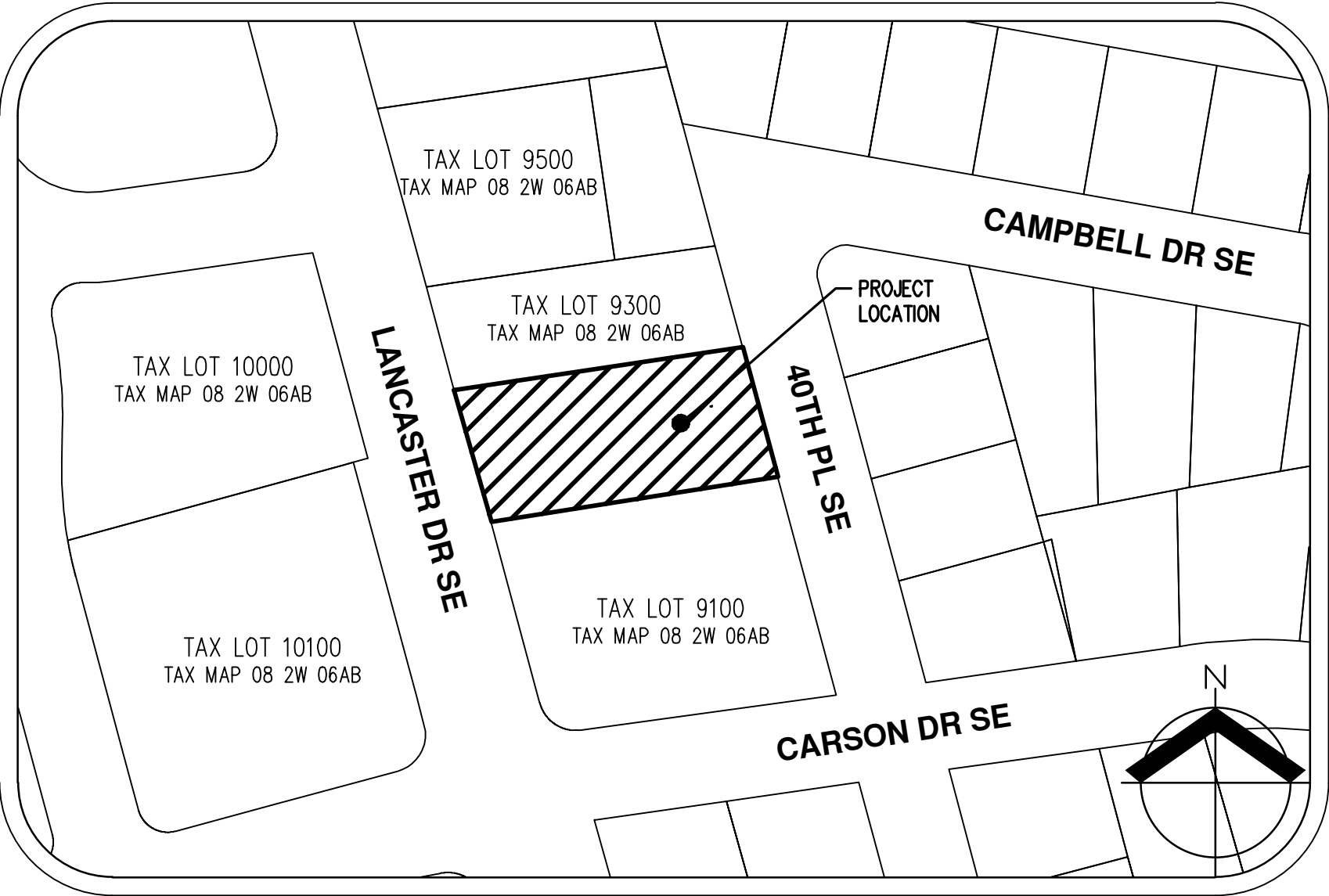
Exhibit D: Neighborhood Contact Information

Exhibit E: Property Ownership

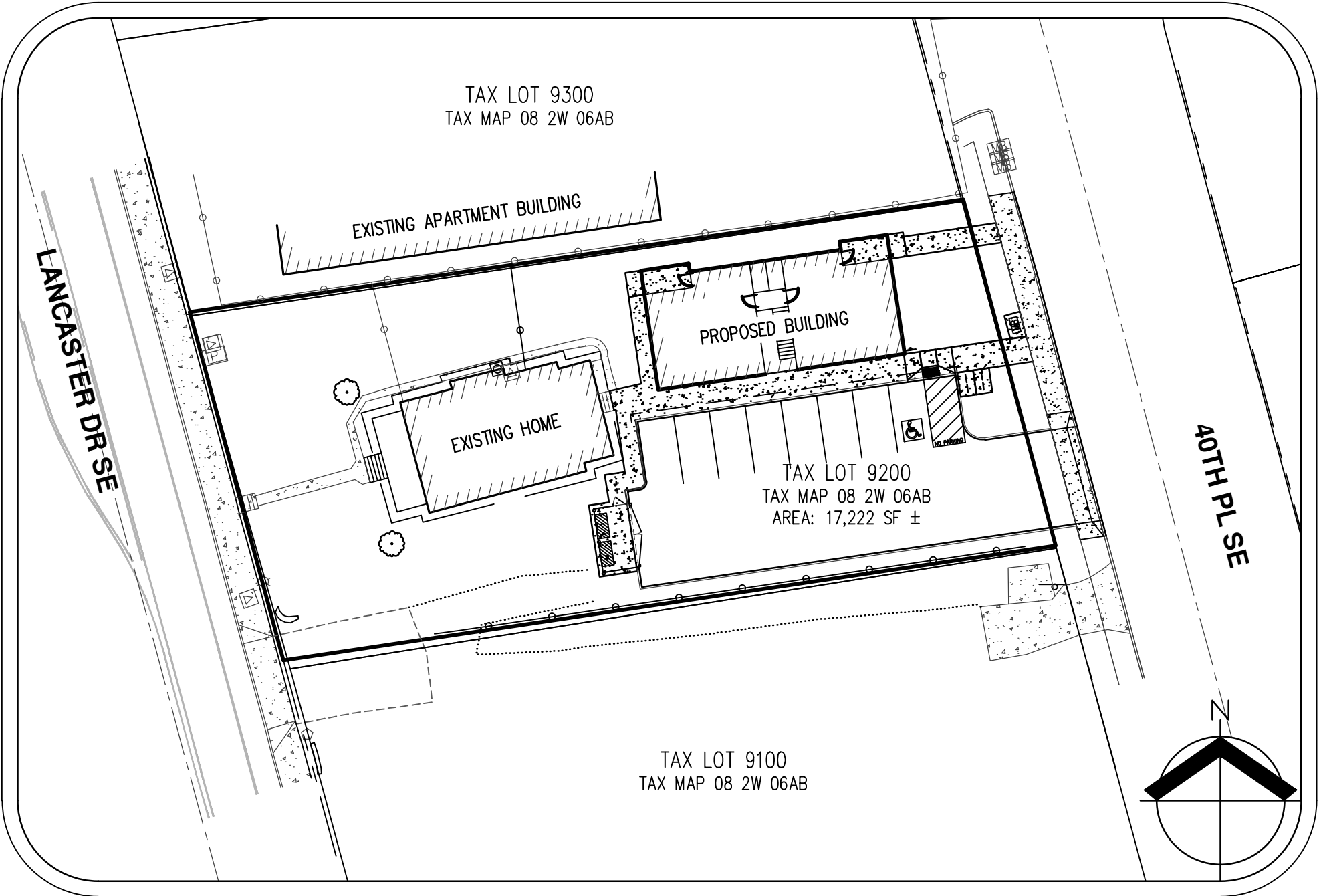
Exhibit F: Driveway Sight Distance Analysis

1610 LANCASTER DR SE

PRELIMINARY PLANS - FOR SITE PLAN REVIEW



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

LEGEND

EXISTING	PROPOSED	EXISTING	PROPOSED
DECIDUOUS TREE		STORM DRAIN CLEAN OUT	
CONIFEROUS TREE		STORM DRAIN CATCH BASIN	
FIRE HYDRANT		STORM DRAIN AREA DRAIN	
WATER BLOWOFF		STORM DRAIN MANHOLE	
WATER METER		GAS METER	
WATER VALVE		GAS VALVE	
DOUBLE CHECK VALVE		GUY WIRE ANCHOR	
AIR RELEASE VALVE		UTILITY POLE	
SANITARY SEWER CLEAN OUT		POWER VAULT	
SANITARY SEWER MANHOLE		POWER JUNCTION BOX	
SIGN		POWER PEDESTAL	
STREET LIGHT		COMMUNICATIONS VAULT	
MAILBOX		COMMUNICATIONS JUNCTION BOX	
		COMMUNICATIONS RISER	

EXISTING

PROPOSED

RIGHT-OF-WAY LINE		
BOUNDARY LINE		
PROPERTY LINE		
CENTERLINE		
DITCH		
CURB		
EDGE OF PAVEMENT		
EASEMENT		
FENCE LINE		
GRAVEL EDGE		
POWER LINE		
OVERHEAD WIRE		
COMMUNICATIONS LINE		
FIBER OPTIC LINE		
GAS LINE		
STORM DRAIN LINE		
SANITARY SEWER LINE		
WATER LINE		

PROPERTY DESCRIPTION:

MARION COUNTY TAX MAP 08 2W 06AB
TAX LOT 9200
CITY OF SALEM, OREGON

ADDRESS:

1610 LANCASTER DR SE
SALEM, OREGON 97317

VERTICAL DATUM

ELEVATIONS ARE BASED ON NGS
BENCHMARK QE1456, LOCATED AT 2510
TURNER ROAD SOUTHEAST. ELEVATION
= 209.10 FEET (NAVD88) THEN
ADJUSTED TO NGVD29 WITH A VERTICON
SHIFT OF -3.36 FEET, SETTING THE
NGVD29 ELEVATION AT 205.74 FEET.

LAND USE PLANNING / CIVIL ENGINEERING / LANDSCAPE ARCHITECTURE / SURVEYING FIRM

AKS ENGINEERING & FORESTRY, LLC
CONTACT: ZACH PELZ, AICP
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM

APPLICANT

GOOD WELL CONSTRUCTION, INC.
2825 FOXHAVEN DR SE
SALEM, OR 97306

BUILDING DESIGNER

GREG LARSON DRAFTING & DESIGN
CONTACT: GREG LARSON
289 E ELLENDALE AVE, STE 602
DALLAS, OR 97338
PH: 503.364.8577

EXISTING CONDITIONS:

1 SINGLE FAMILY RESIDENTIAL HOME

PROJECT PURPOSE:

CONSTRUCTION OF A NEW 7 UNIT MULTI-FAMILY
HOUSING DEVELOPMENT WITH ASSOCIATED
PARKING, LANDSCAPING, AND UTILITIES.

CIVIL SHEET INDEX

C001	PRELIMINARY COVER SHEET
C002	EXISTING CONDITIONS PLAN
C100	PRELIMINARY SITE PLAN
C200	PRELIMINARY GRADING AND DRAINAGE PLAN
C300	PRELIMINARY UTILITY PLAN
L100	PRELIMINARY LANDSCAPE PLAN

ARCHITECTURAL SHEET INDEX

A1	ELEVATIONS
A2	1ST & 2ND FLOOR PLAN
A3	FOUNDATION AND ROOF
A4	3RD FLOOR PLAN
A5	SECTIONS

PRELIMINARY COVER SHEET
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON

REGISTERED PROFESSIONAL ENGINEER CIVIL C. WALKER EXPIRES: JUNE 30, 2022	
JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	TDR
DRAWN BY:	SLZ/KNU
CHECKED BY:	RCW

C001

AKS
ENGINEERING & FORESTRY, LLC
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM
ENGINEERING - SURVEYING - NATURAL RESOURCES
FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE



- | | |
|---|-----|
| DESIGNED BY: | |
| DRAWN BY: | JB |
| MANAGED BY: | JFS |
| CHECKED BY: | NSW |
| DATE: 06/30/2020 | |
| <div style="border: 1px solid black; padding: 10px; text-align: center;"> REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

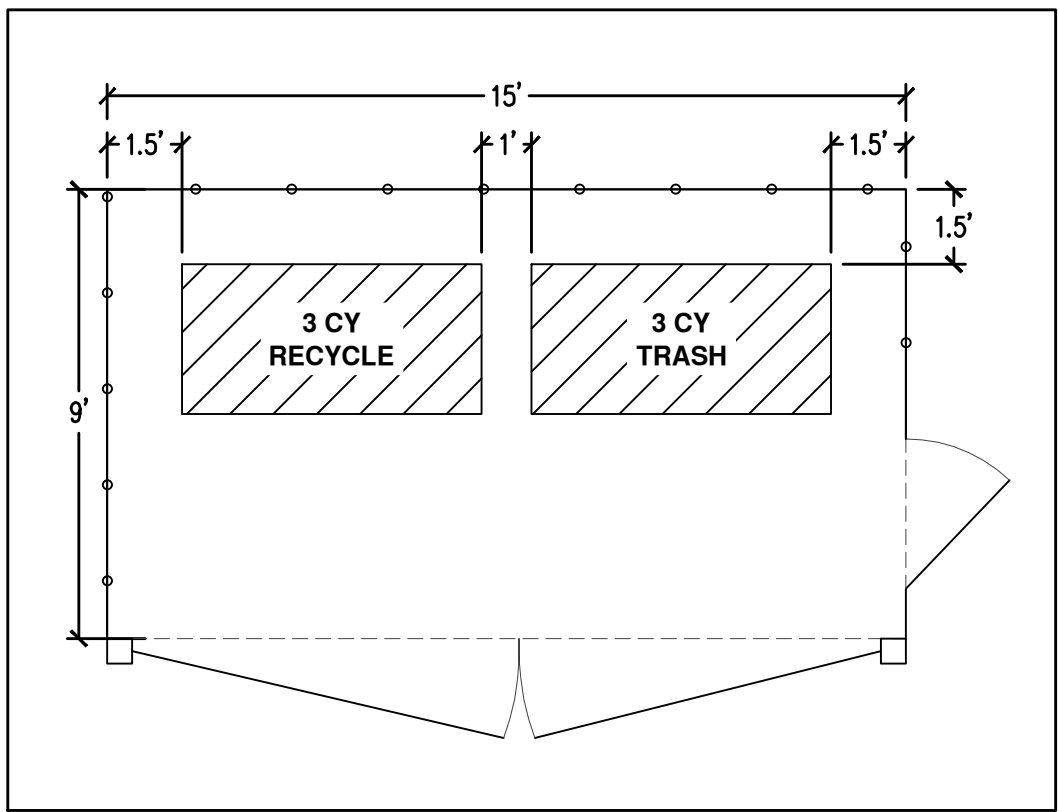
 ORIGIN
 JANUARY 1, 2007
 KICK WHITE
 70652LS
 RENEWS: 6/30/22 </div> | |
| REVISIONS | |
| SEWER REV - 01/05/2021 | |

SHEET
C002

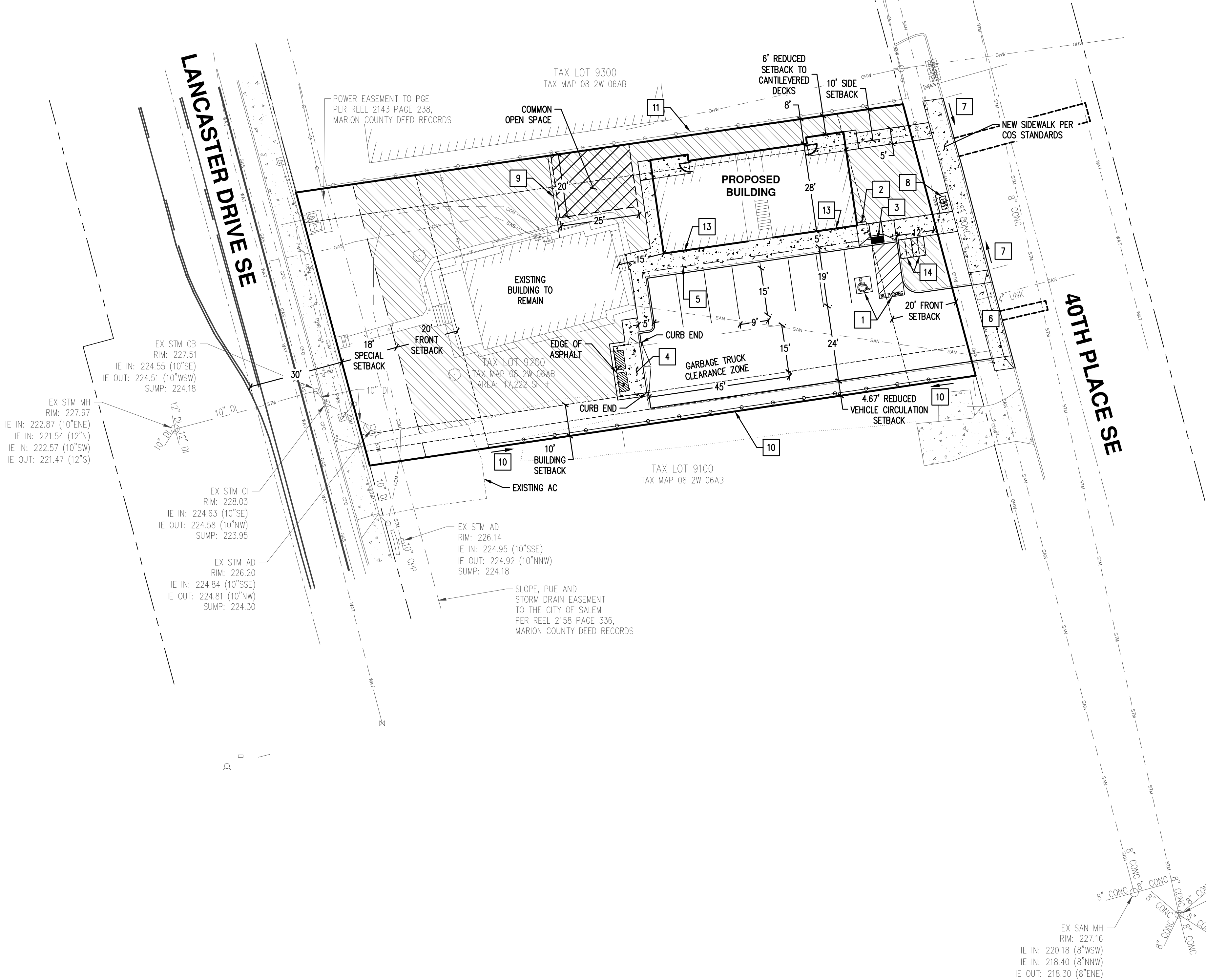
**1610 LANCASTER
DRIVE SE**

SALEM
TAX LOT 9200

OREGON
MARION COUNTY TAX MAP 08 2W 06AB



TRASH ENCLOSURE DETAIL
NTS



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
GROSS FLOOR AREA = 1,359± SF
HEIGHT = UNKNOWN

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
GROSS FLOOR AREA = 4,428 (1,476 SF/FLOOR)
HEIGHT = 33.5'

LOT COVERAGE SUMMARY:

BUILDING COVERAGE = 3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) = 5,600± SF
LANDSCAPED AREAS = 8,437± SF
% IMPERVIOUS AREA = 51%
% PERVIOUS AREA = 49%

OPEN SPACE SUMMARY:

COMMON OPEN SPACE REQUIRED = 500 SF WITH 20' MINIMUM DIMENSION
COMMON OPEN SPACE PROVIDED = 500 SF
GROSS OPEN SPACE REQUIRED = 3,445 SF (20% OF GROSS SITE AREA)
GROSS OPEN SPACE PROVIDED = 5,505± SF (31% OF GROSS SITE AREA)

OPEN SPACE LEGEND:

COMMON OPEN SPACE PROVIDED
GROSS OPEN SPACE PROVIDED

PARKING SUMMARY:

OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES
TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES
(INCLUDES 1 ACCESSIBLE STALL AND 2 COMPACT STALLS)

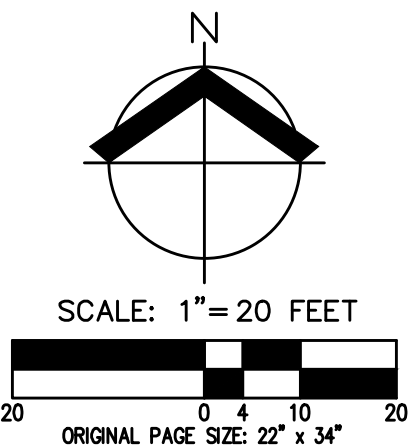
BICYCLE PARKING REQUIRED = 4 SPACES
BICYCLE PARKING PROVIDED = 4 SPACES

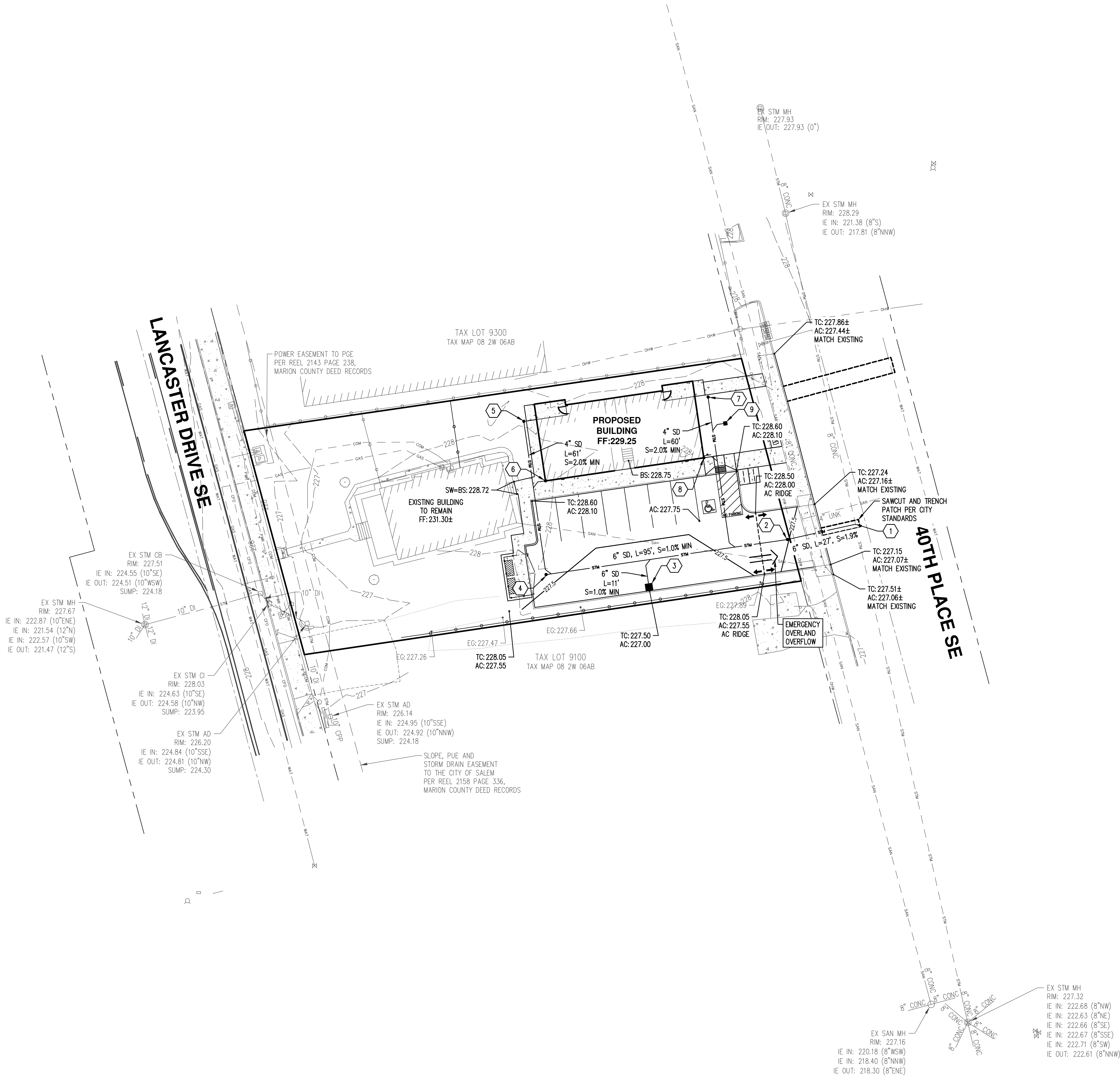
SETBACK SUMMARY:

SPECIAL SETBACK (LANCASTER DRIVE) 48' FROM CL = 18'
FRONT SETBACK (LANCASTER DRIVE) = 20'
FRONT SETBACK (40TH PLACE) = 20'
SIDE SETBACKS (NORTH/SOUTH) = 10'
REDUCED SETBACKS:
SIDE SETBACK (NORTH) = 6'
SIDE SETBACK (SOUTH) = 4.67' (VEHICLE CIRCULATION)

KEYED NOTES:

- ACCESSIBLE STALL AND ACCESSIBLE STRIPING
- ACCESSIBLE PARKING SIGN
- PEDESTRIAN CURB RAMP
- TRASH ENCLOSURE
- 2' BUMPER OVERHANG
- COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARDS
- 6' SIDEWALK PER CITY STANDARDS. CURB TO REMAIN
- MAILBOX PER USPS REQUIREMENTS
- 4' CHAIN LINK FENCE
- 6' SITE OBSCURING FENCE 1' NORTH OF PROPERTY LINE
- SITE OBSCURING FENCE AT PROPERTY LINE TO REMAIN
- NOT USED
- WALL PACK LIGHT WITH SHIELDING PER CITY STANDARDS
- STAPLE BIKE RACK ON 6' X 8' CONCRETE PAD





- STORM DRAIN (SD) KEYED NOTES:**
- CONNECT TO EXISTING 8" SD MAIN WITH NEW 6" LATERAL
EX. 8" IE: 221.86
 - SD CLEANOUT (CO) AT PROPERTY LINE
6" IE: 223.34
 - SD CATCH BASIN (CB)
RIM: 227.00
6" IE: 224.00
 - SD CO
6" IE: 224.29
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 225.75
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 225.75, L=6', S=2.0% MIN
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 224.75
 - 4" STUB FOR ROOF DRAIN DOWNSPOUT WITH CO AT BUILDING
IE: 225.75, L=6', S=2.0% MIN
 - AREA DRAIN WITH 4" SD LATERAL
RIM: 227.75
IE: 224.75, L=6', S=2.0% MIN

ABBREVIATIONS:

FF: FINISHED FLOOR ELEVATION
AC: ASPHALT CONCRETE ELEVATION
TC: TOP OF CURB ELEVATION
BS: BOTTOM OF STAIR ELEVATION
SW: SIDEWALK ELEVATION

NOTE:

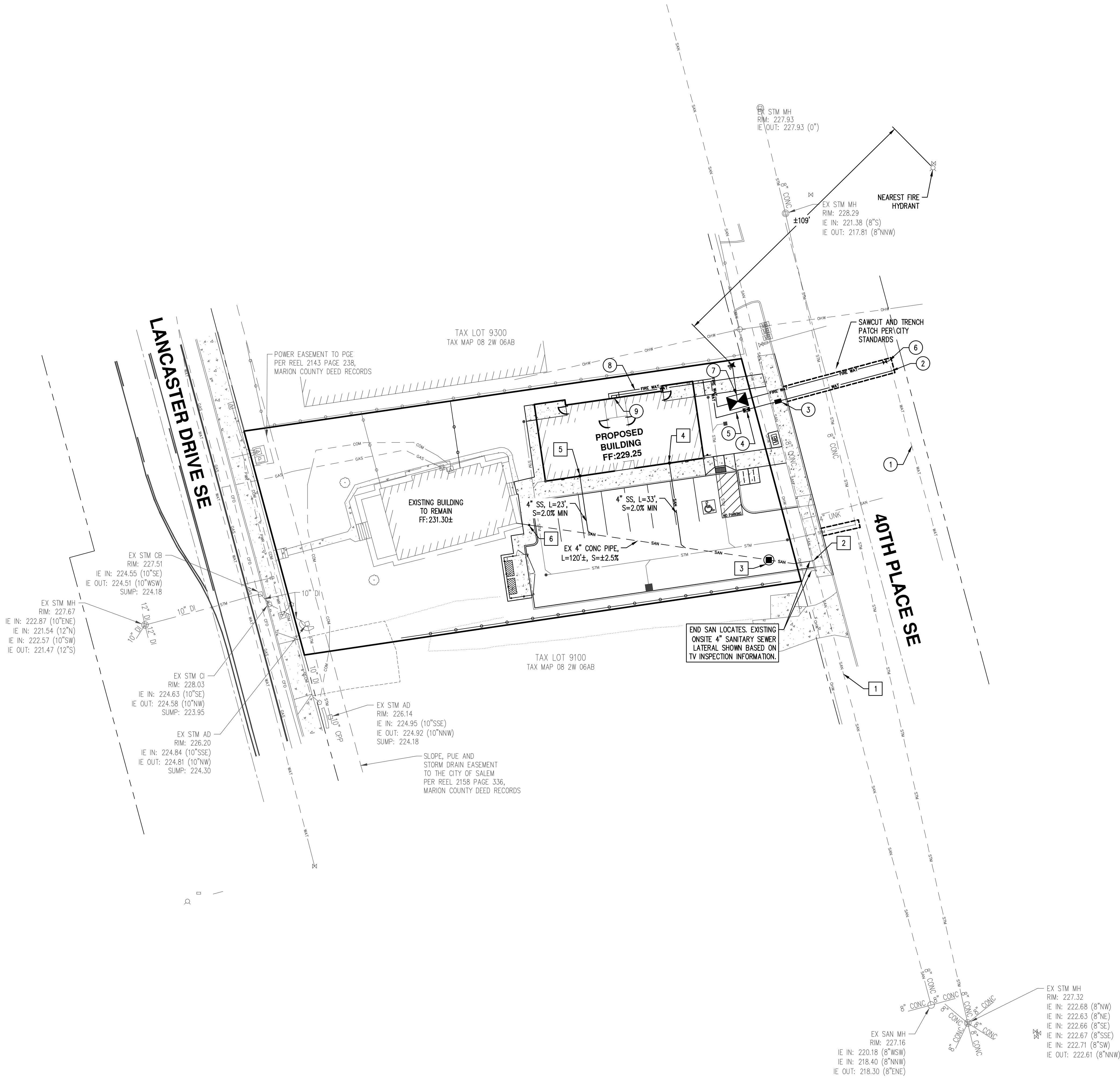
PROPOSED DEVELOPMENT RESULTS IN LESS THAN 10,000 SF OF NEW/REPLACED IMPERVIOUS AREA AND THEREFORE IS NOT CONSIDERED A LARGE PROJECT PER CITY OF SALEM DESIGN STANDARDS AND DOES NOT REQUIRE STORMWATER FLOW CONTROL/DETENTION.

PRELIMINARY GRADING AND DRAINAGE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON



JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	TDR
DRAWN BY:	SLZ/KNU
CHECKED BY:	RCW

C200

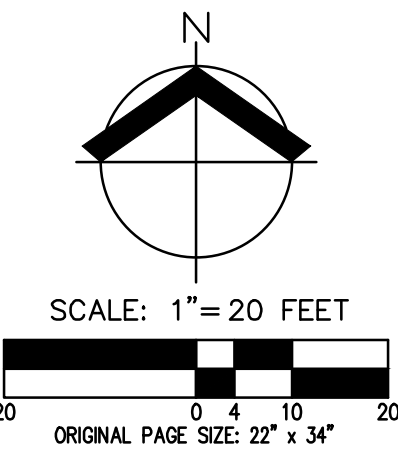


WATER AND FIRE KEYED NOTES:

1. EXISTING 6" DI PUBLIC WATER MAIN PER CITY AS-BUILT INFORMATION
2. 2" DOMESTIC WATER SERVICE
3. 1.5" WATER METER
4. 2" DOUBLE CHECK ASSEMBLY
5. 2" DOMESTIC WATER SERVICE TO BUILDING
6. NEW FIRE SERVICE
7. DOUBLE CHECK DETECTOR ASSEMBLY WITH FDC
8. FIRE SERVICE TO BUILDING
9. DOMESTIC WATER AND FIRE SERVICE CONNECTION AT BUILDING.

SANITARY SEWER (SS) KEYED NOTES:

1. EXISTING 8" CONC. PUBLIC SS MAIN
2. 4" SEWER LATERAL CONNECTION AT MAIN
8" IE:219.12±
3. MONITORING MANHOLE PER CITY STANDARDS
4. 4" SS LATERAL WITH CO AT BUILDING
IE:224.25
5. 4" SS LATERAL WITH CO AT BUILDING
IE:224.25
6. NEW CO OVER EXISTING 4" SANITARY SEWER SERVICE
EXISTING IE:222±

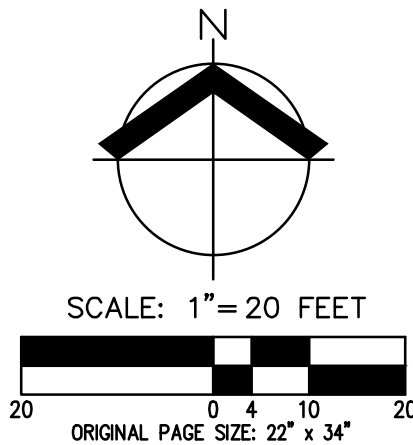


**PRELIMINARY UTILITY PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**








JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	TDR
DRAWN BY:	SLZ/KNU
CHECKED BY:	RCW

C300



GROSS SITE AREA: ±17,222 SF
TOTAL LANDSCAPE AREA WITHIN PROJECT LIMITS: ±8,569 SF (50%)
COMMON OPEN SPACE REQUIRED (INCLUDING SETBACKS AREAS): ±3,445 SF (20% OF GROSS SITE AREA)
COMMON OPEN SPACE PROVIDED: ±5,245 SF (30% OF GROSS SITE AREA)
REQUIRED P.U. (1 P.U. PER 20 SF OF 1,772 SF QUALIFYING LANDSCAPED AREA): 89 P.U.
PROPOSED P.U. IN QUALIFYING LANDSCAPE AREA: 145 P.U.

MINIMUM INTERIOR PARKING LOT AREA REQUIRED: ±240 S.F. (5%)
PROPOSED PARKING LOT LANDSCAPING AREA: ±560 SF (12%)

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE/CONTAINER	SPACING	ESTIMATE SIZE AT 5 YR. MATURITY
	24	CORNUS ALBA 'IVORY HALO'™	IVORY HALO RED TWIG DOGWOOD	3 GAL. CONT.	48" o.c.	48"-60" WIDE
	3	ILEX CORNUTA 'ROTUNDA'	DWARF CHINESE HOLLY	3 GAL. CONT.	48" o.c.	48"-60" WIDE
	23	LIGUSTRUM VICARYI 'LODENSE'	GOLDEN PRIVET	3 GAL. CONT.	48" o.c.	36"-48" WIDE
	8	ROSA X 'RADTKO'	DOUBLE KNOCK OUT RED ROSE	3 GAL. CONT.	48" o.c.	36"-48" WIDE
	4	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	4' HT. B&B	36" o.c.	30"-36" WIDE
	30	VIBURNUM DAVIDII	DAVID VIBURNUM	3 GAL. CONT.	36" o.c.	36"-48" WIDE

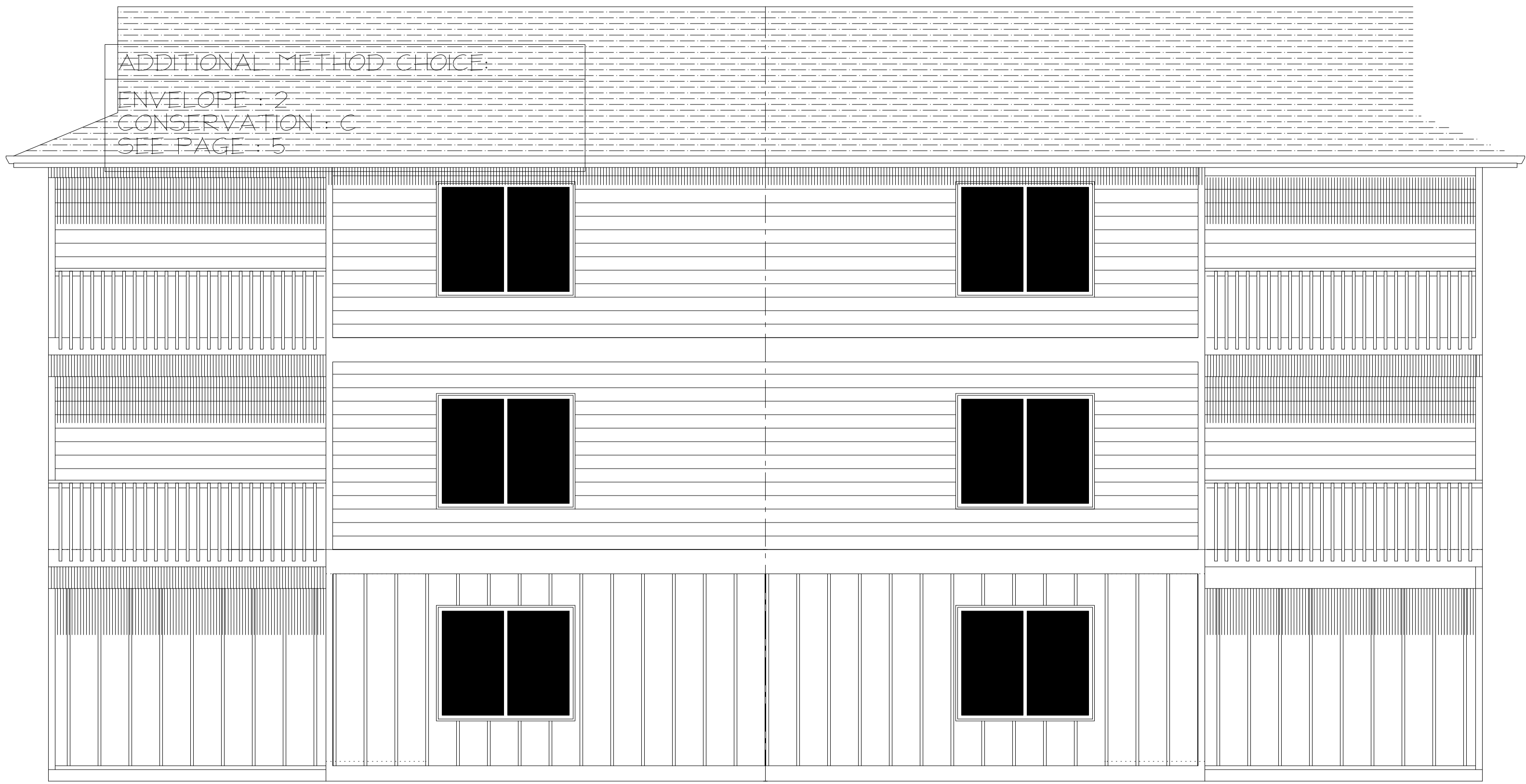
TOTAL SITE PLANT UNITS				
PLANT MATERIAL	PU VALUE	QTY PROPOSED	TOTAL PU	PROPOSED PU
1.5" CAL. SHADE TREES	10 PU	9	90 PU	TREE PU: 90
6' CONIFER	5 PU	0	0 PU	
3G LARGE SHRUB	2 PU	92	184 PU	SHRUB PU: 318
1G SMALL SHRUB	1 PU	0	0 PU	
LAWN/GROUNDCOVER	1 PU/50 SF	6,684 SF	134 PU	

1. PLANTS AND LANDSCAPING ARE PRELIMINARY AND SHOWN TO PORTRAY THE CHARACTER OF THE SITE. PLAN REVISIONS INCLUDING CHANGES TO PLANT SPECIES, SIZES, SPACING, QUANTITIES, ETC., DUE TO PLANT AVAILABILITY OR UNFORESEEN SITE CONDITIONS MAY BE APPROVED PRIOR TO INSTALLATION WHERE ALLOWED BY THE CITY OF SALEM'S DESIGN STANDARDS.
2. ALL LANDSCAPING SHALL CONFORM TO THE CITY OF SALEM'S LANDSCAPE DESIGN STANDARDS AND TO THE AMERICAN STANDARDS FOR NURSERY STOCK (ASNI Z60.1, CURRENT EDITION) IN ALL WAYS; PLANT MATERIAL SHALL BE, UPON INSTALLATION, VIGOROUS AND WELL-BRANCHED, WITH HEALTHY AND WELL-FURNISHED ROOT SYSTEMS, FREE OF DISEASES, INSECT PESTS, AND INJURIES. PLANT IN ACCORDANCE WITH RECOGNIZED BEST PRACTICE INDUSTRY STANDARDS, SUCH AS THOSE ADOPTED BY THE OREGON LANDSCAPE CONTRACTOR'S BOARD (OLCB) AND THE AMERICAN HORTICULTURE INDUSTRY ASSOCIATION. FIELD ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS WITH UTILITIES, BUILDING OVERHANGS, ETC.
3. DOUBLE STAKE ALL TREES UNLESS OTHERWISE SPECIFIED. TREES SHALL BE PLANTED NO CLOSER THAN 3' O.C. FROM SIDEWALKS, CURBING OR OTHER HARDSCAPING.
4. ALL LANDSCAPING SHALL BE INSTALLED AT THE TIME OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM DUE TO INCLEMENT WEATHER OR TEMPORARY SITE CONDITIONS.
5. PLANTING AND INSTALLATION OF ALL REQUIRED LANDSCAPING SHALL BE INSPECTED AND APPROVED PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY UNLESS OTHERWISE APPROVED BY THE CITY OF SALEM.
6. EVERY EFFORT SHALL BE MADE TO PROTECT EXISTING VEGETATION TO REMAIN DURING SITE CONSTRUCTION.
7. A PERMANENT UNDERGROUND OR DRIP IRRIGATION SYSTEM WITH A BACKFLOW DEVICE APPROVED BY THE CITY OF SALEM, SHALL BE PROVIDED FOR ALL NEW AND IMPROVED LANDSCAPED AREAS WITHIN THE PROJECT WORK AREA FOR THE ESTABLISHMENT AND LONG-TERM HEALTH OF PLANT MATERIAL. THE IRRIGATION SYSTEM SHALL BE 'DESIGN-BUILD' BY THE LANDSCAPE CONTRACTOR, USING CURRENT WATER-SAVING TECHNOLOGY, AND INCLUDE ALL MATERIALS, COMPONENTS, CITY APPROVED BACKFLOW OR ANTI-SIPHON DEVICES, VALVES, ETC., NECESSARY FOR THE COMPLETE AND EFFICIENT COVERAGE OF ALL NEW AND IMPROVED LANDSCAPE AREAS. THE LANDSCAPE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR AND OWNER FOR POINT-OF-CONNECTION (POC), SLEEVING LOCATION, AND MAINLINE LAYOUT PRIOR TO ANY PAVING REPAIR OR STRIPING. CONTRACTOR SHALL PROVIDE THE CITY OF SALEM WITH AN IRRIGATION PLAN INCLUDING ZONING AND COMPONENT LAYOUT FOR APPROVAL PRIOR TO INSTALLATION AS A DEFERRED SUBMITAL.
8. THE OWNER AND TENANTS SHALL BE JOINTLY RESPONSIBLE FOR MAINTAINING ALL LANDSCAPE MATERIAL IN GOOD CONDITION SO AS TO PRESENT A HEALTHY, NEAT AND ORDERLY APPEARANCE IN KEEPING WITH CURRENT INDUSTRY STANDARDS. UNHEALTHY OR DEAD PLANT MATERIALS SHALL BE REPLACED IN CONFORMANCE TO THE REQUIREMENTS OF THE ORIGINALLY APPROVED LANDSCAPE PLAN.
9. MULCH: APPLY 3" DEEP WELL-AGED DARK HEMLOCK OR FIR, MEDIUM GRIND, UNDER AND AROUND ALL PLANTS IN PLANTING BEDS.

**PRELIMINARY LANDSCAPE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON**

JOB NUMBER:	8106
DATE:	03/22/2021
DESIGNED BY:	NKP
DRAWN BY:	NKP
CHECKED BY:	KAH

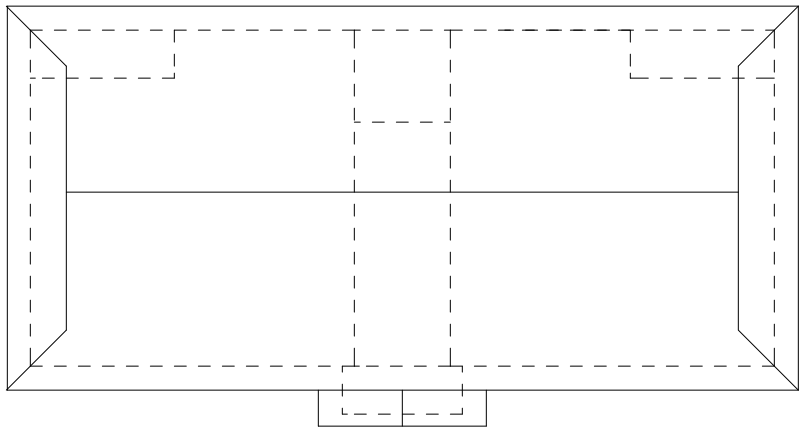
L100



NORTH ELEVATION



40TH PL ELEVATION



1ST LEVEL : 708 SQ FT
2ND LEVEL : 708 SQ FT
3RD LEVEL : 708 SQ FT
TOTAL LIVING AREA :

2017 Oregon Residential Specialty Code

EXPOSURE : B
BASIC WIND SPEED : 120 MPH (UWS)
SEISMIC DESIGN CATEGORY : DI

LATERAL DESIGN STANDARDS



WEST ELEVATION



SOUTH ELEVATION

1/4"=1'0"

REVISION	BY

GOOD WELL
CONSTRUCTION
INC. ***
Jordan Schweiger
503-375-6205
CDD#: 715065

greg Larson
DRAFTING & DESIGN
289 E Ellendale Ave #402
Dallas, Oregon 97339
Phone: (503) 364-8577
Fax: (503) 364-3256
E-MAIL: homedezyme@aol.com

ELEVATIONS

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
GIL
CHECKED BY

DATE
10-27-20
SCALE
1/4" = 1'-0"

JOB NO.
5-708-3

SHEET : 1
OF : 5

MIN. FOOTINGS FOR 1500 PSF SOIL BEARING STRENGTH=

6X12"	FOR (1) FLOOR;
7X15"	FOR (2) FLOORS;
8X18"	FOR (3) FLOORS;

FOOTING SHALL EXTEND NOT LESS THAN 12" BELOW
THE NATURAL FINISH GRADE.

MIN CONC. STEM WALL FOR 1-STORY = 6"
SUPPORTING 2 FLOORS = 8"
SUPPORTING 3 FLOORS = 10".

FOOTINGS FOR BRICK VENEER TO
EXTEND 10" MIN FROM FACE OF STEM

CONCRETE TO BE 3000 PSI MIN.
REBAR SHALL BE ASTM A615, GRADE 60 ($f_y=60000\text{psi}$)

CHECK FLOOR PLAN FOR LOCATION OF BRACE PANELS.
ALL BRACE LINES REQUIRE 3"x3"x0.229" P WASHERS.

R401.3 Drainage. Surface drainage shall be diverted to a storm sewer conveyance or other approved point of collection so as to not create a hazard. Lots shall be graded to drain surface water away from foundation walls. The grade shall fall a minimum of 6 inches (152 mm) within the first 10 feet (3048 mm).

Exception: Where lot lines, walls, slopes or other physical barriers prohibit 6 inches (152 mm) of fall within 10 feet (3048 mm), the final grade shall slope away from the foundation at a minimum slope of 5 percent and the water shall be directed to drains or swales or other means shall be provided to ensure drainage away from the structure. Swales shall be sloped a minimum of 2 percent when located within 10 feet (3048 mm) of the building foundation. Impervious surfaces within 10 feet (3048 mm) of the building foundation shall be sloped a minimum of 2 percent away from the building.

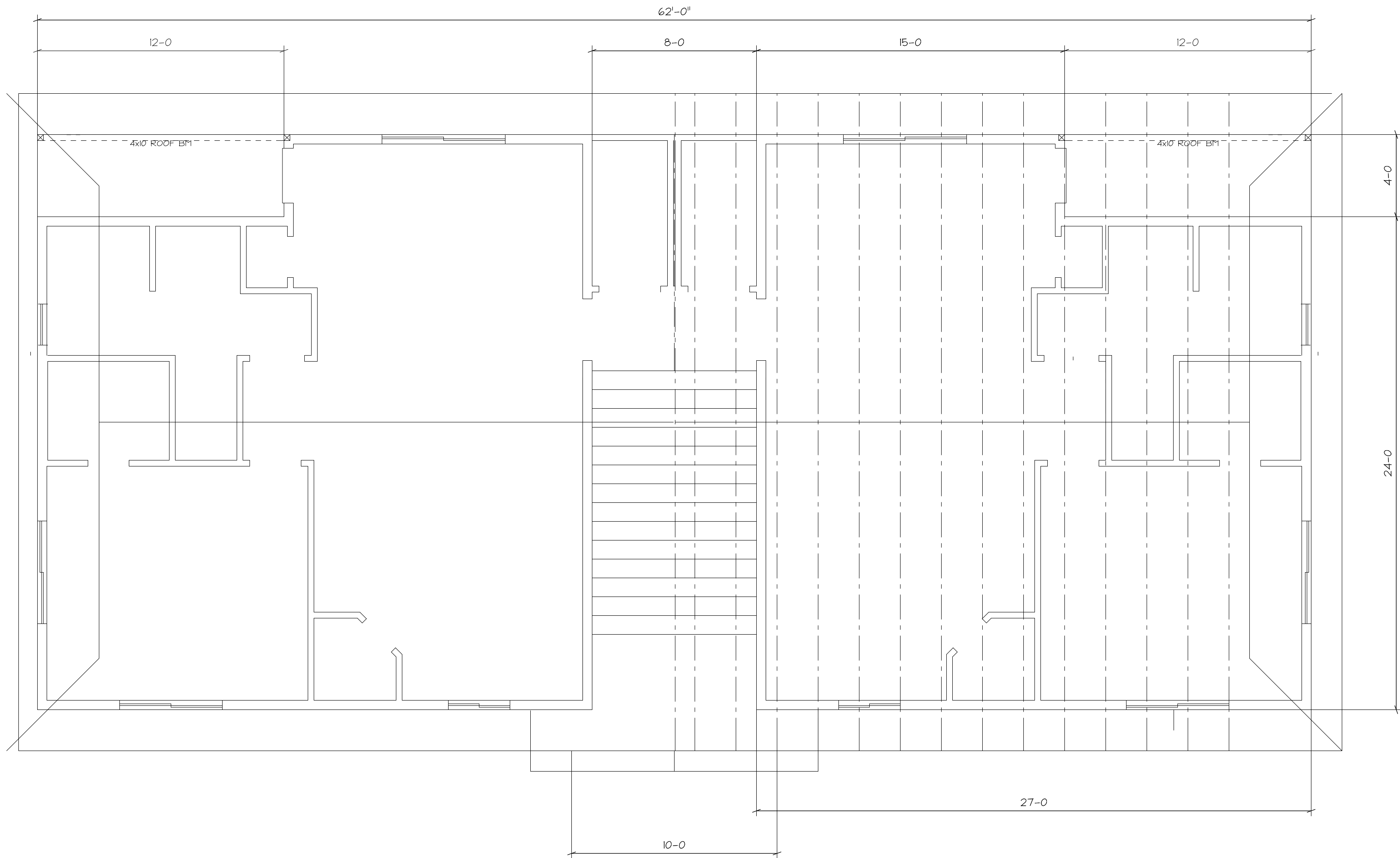
N10.4.9.2 Ground cover. A ground cover shall be installed in the crawl space for both new and existing buildings when insulation is installed. Ground cover shall be 6-mil. (0.15mm) black polyethylene or other approved material of equal or greater strength. Ground cover shall be lapped 12 inches (305 mm) at all joints and cover the entire surface area extending full width and length of the crawl space and turn 12 inches (305 mm) up the foundation wall. Ground cover of 6-mil. (0.15mm) polyethylene or other approved material (ground cover) shall be installed on the ground beneath concrete floor slabs located in conditioned spaces.

R403131 Concrete stem wall with concrete footings. In Seismic Design Categories D1 and D2 where a construction joint is created between a concrete footing and a concrete stem wall, a minimum of one No. 4 vertical bar shall be installed at not more than 4 feet on center. Each bar shall have a standard hook and extend to the bottom of the footing and shall have support and cover as specified in Section R403135.3 and extend a minimum of 14 inches into the stem wall. Standard hooks shall comply with Section R6065.4.5. A minimum of one No. 4 horizontal bar shall be installed within 12 inches of the top of the stem wall and one No. 4 horizontal bar shall be located 3 to 4 inches from the bottom of the footing.

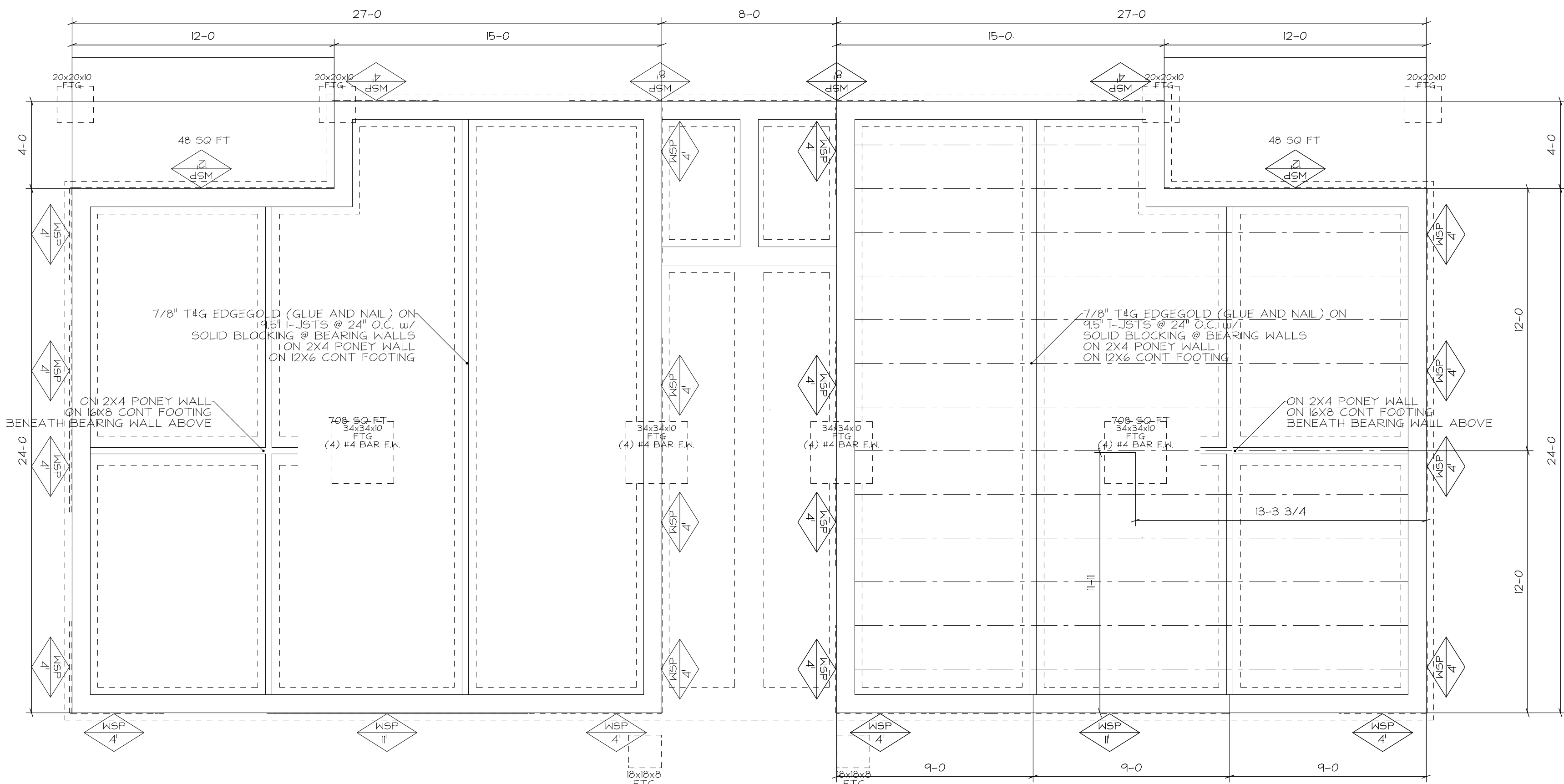
R403.15 Minimum depth. All exterior footings shall be placed at least 12 inches (305mm) below the finished grade on undisturbed ground surface. Where applicable, the depth of footings shall also conform to Sections R403.15.1 through R403.15.2.

R403.1.6 Foundation anchorage. Wood sill plates and wood walls supported directly on continuous foundations shall be anchored to the foundation in accordance with this section.

Wood sole plate at exterior walls on monolithic slabs, wood sill plate of braced wall panels at building exterior walls. Interior and exterior wall plates shall be anchored to the foundation with minimum 1/2 inch diameter anchor bolts spaced a maximum of 6 feet on center. All exterior wall plates shall be anchored with straps spaced as required to provide equivalent anchorage to 1/2 inch diameter anchor bolts. Bolts shall extend into the foundation at least 12 inches into or grouted cells of concrete masonry units. The bolts shall be located in the middle third of the width of the plate and at least 12 inches from each end of each anchor bolt. There shall be a minimum of two bolts per plate section with one bolt located not more than 12 inches from each end of the plate section. Bolts shall be located from each end of the plate section. Interior In Seismic Design Categories D1 and D2 anchor bolts shall be located within 12 inches (305mm) of the ends of each plate section at exterior walls. Anchor bolts shall be placed by using R60210.9 to be supported on a continuous foundation. Bolts shall be at least 1/2 inch (3mm) in diameter and shall extend into the foundation at least 12 inches into masonry or concrete. Interior bearing wall sole plates on monolithic slab foundation that are not part of a braced wall panel shall be anchored to the foundation with approved fasteners. A nut and washer shall be tightened on each bolt of the plate. Sills and sole plates shall be protected against decay where required by Section R317.



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

[illegible]

Greg Larson
DRAFTING & DESIGN
289 E Ellendale Ave #602
Dallas, Oregon 97338
Phone: (503) 364-8577
Fax: (503) 364-3256
E-MAIL: homedezyme@aol.com

GOOD WELL
CONSTRUCTION
INC.

Jordan Schweiger
503-375-6205
CCB#: 215065

FOUNDATION & ROOF

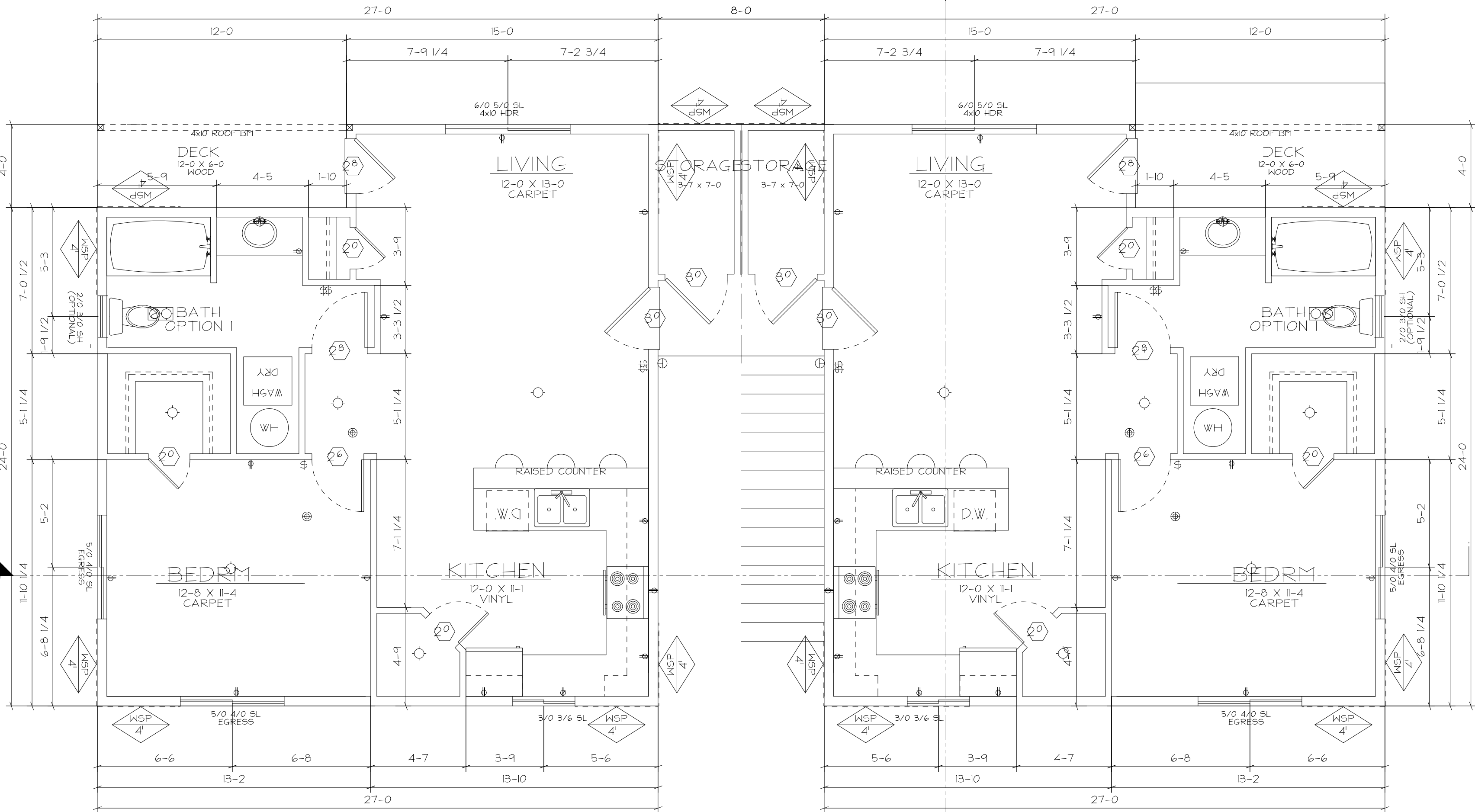
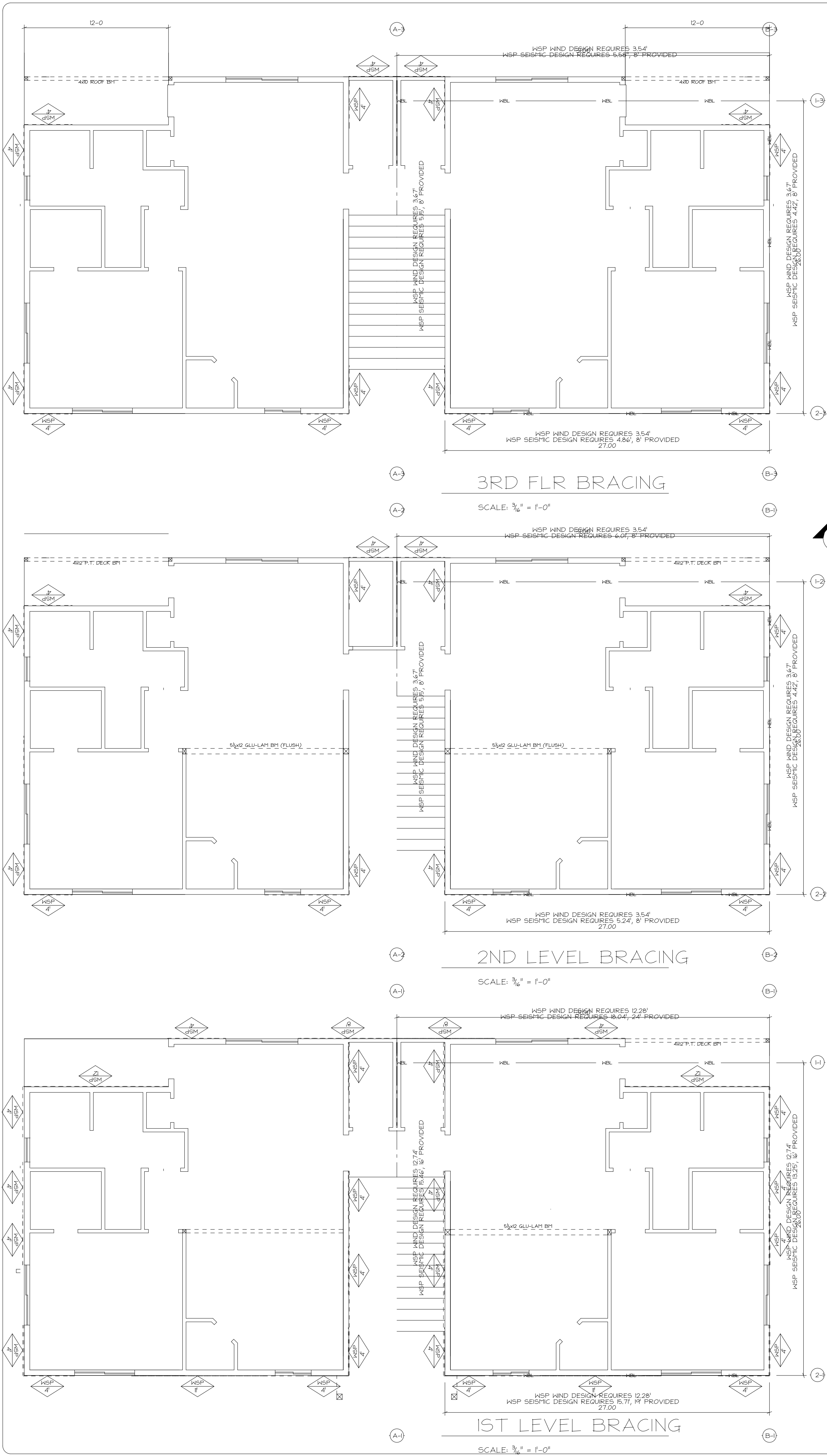
RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
G L L
CHECKED BY

DATE 10-27-20
SCALE $\frac{1}{4}'' = 1'-0''$

JOB NO.
S-708-3

SHEET : 3
OF : 5



3RD LEVEL PLAN

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

708 SQ FT

FLOOR-CEILING SYSTEMS, WOOD-FRAMED

GA FILE NO. FC 5407

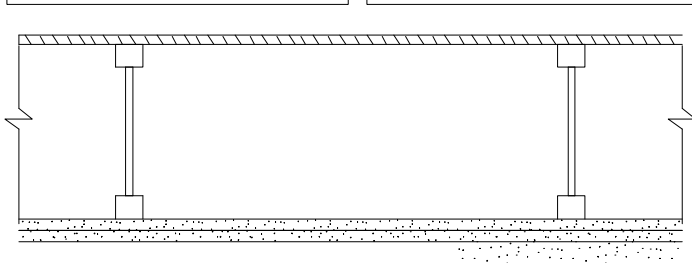
GENERIC

WOOD I-JOISTS, GYPSUM WALLBOARD

Baselayer 5/8" type X gypsum wallboard applied at right angles to wood I-joists 24" o.c. with 1 1/4" Type W or S drywall screws 24" o.c. Facelayer 5/8" type X gypsum wallboard or gypsum veneer base applied at right angles to I-joists with 1 7/8" Type W or S drywall screws 12" o.c. at joints and intermediate I-joists and 1 1/2" Type G drywall screws 12" o.c. placed 2" back on either side of end joints. Joints offset 24" from base layer joints. Wood I-joists supporting 1/2" wood structural panels applied at right angles to joists with 8d nails.

1 HOUR FIRE

35 to 39 STC SOUND



Approx. Ceiling Weight: 5 psf
Fire Test: FM FC 172, 2-25-72; ITS 8-6-88
Sound Test: Estimated 35 to 39 STC

R314.3 Location. Smoke alarms shall be installed in the following locations:

1. In each sleeping room.
2. Outside each separate sleeping area in the immediate vicinity of the bedrooms.
3. On each additional story of the dwelling, including basements and cellars but not including crawl spaces and uninhabitable attics. In dwellings or dwelling units with split levels and without an intervening door between the adjacent levels, a smoke alarm installed on the upper level shall suffice for the adjacent lower level provided that the lower level is less than one full story below the upper level.

When more than one smoke alarm is required to be installed within an individual dwelling unit the alarm devices shall be interconnected in such a manner that the actuation of one alarm will activate all of the alarms in the individual unit.

Required smoke alarms may not be located within kitchens, garages, or in other spaces where temperatures can fall below 40°C. Ionization smoke alarms shall not be located closer than 3 feet (914 mm) horizontally from the following:

1. The door to a kitchen;
 2. The door to a bathroom containing a tub or shower;
 3. The supply registers of a forced air heating or cooling system, outside the airflow from those registers.
- Smoke A alarm installed within 20 feet (6096 mm) (direct path) of a cooking appliance shall be a photoelectric-type linear smoke alarm or the alarm shall have an approved alarm silencing means.

EMERGENCY ESCAPE AND RESCUE OPENINGS

R3101 Emergency escape and rescue required. Basements and every sleeping room shall have at least one operable emergency escape and rescue opening. Where basements contain one or more sleeping rooms, emergency egress and rescue openings shall be required in each sleeping room, but shall not be required in adjoining areas of the basement. Where emergency escape and rescue openings are provided they shall have a sill height of not more than 44 inches (1118 mm) above the floor. Where a door opening having a threshold below the adjacent ground elevation serves as an emergency escape and rescue opening and is provided with a bulkhead enclosure, the bulkhead enclosure shall comply with Section R310.3. The net clear opening dimensions required by this section shall be obtained by the normal operation of the emergency escape and rescue opening from the inside. Emergency escape and rescue openings with a finished sill height below the adjacent ground elevation shall be provided with a window well in accordance with Section R310.2. Emergency escape and rescue openings shall open directly into a public way, or to a yard or court that opens to a public way.

- \$ = switch
- \$3 = three-way switch
- \$4 = four-way switch
- = ceiling light
- = recessed light
- ⊕ = wall hung light
- ⊕ = wall hung flood light
- ⊕ = exhaust fan
- ⊕ = 220v outlet
- ⊕ = 110v outlet
- ⊕ = floor/ceiling outlet
- ⊕ = ground fault outlet
- ⊕ = half switched outlet
- ⊕ = 110v smoke detector
- ⊕ = CO 2 detector
- ⊕ = telephone
- ⊕ = cable tv

REVISION	BY

Greg Larson
DRAFTING & DESIGN
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Fax (503) 364-3056
E-MAIL: homedezyme@aol.com

GOOD WELL CONSTRUCTION INC.

Jordan Schweiger
503-375-6205
CGB#: 25065

3RD FLOOR PLAN

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY	GLI
CHECKED BY	
DATE	10-27-20
SCALE	1/4" = 1'-0"
JOB NO.	5-708-3
SHEET : 4	OF : 5



555 Liberty Street SE / Room 305 • Salem OR 97301-3503 • Phone 503-588-6213 • TTY 503-588-6005
Fax 503-588-6005 • www.cityofsalem.net/planning • www.cityofsalem.net

February 12, 2021

Zach Pelz, AICP
AKS Engineering & Forestry, LLC
3700 River Rd N, Suite 1
Keizer, OR 97303
pelzz@aks-eng.com

RE: Completeness Review for Class 3 Site Plan Review, Class 2 Driveway Approach, Class 2 Adjustment, and Class 1 Design Review for Property Located at 1610 Lancaster Drive SE

A land use application was received for the subject property on January 19, 2021. Prior to deeming the application complete, modifications and/or additional information must be provided to address the following item(s):

Item	Description
Deed	Please provide a copy of the current property deed.
Signing Authority	Please provide proof, through the articles of organization for the LLC, for instance, that Jordan Schweiger and Jeff Starkey have the authority to sign the application on behalf of the property owner, 1610 Lancaster Dr SE LLC.
Street Trees	SRC 220.005(e)(1)(A)(ix) requires the location of proposed street trees to be shown on the site plan. The submitted landscaping plan shows street trees along the 40 th Place frontage, but not along Lancaster Drive.
Vision Clearance	The proposed driveway does not meet vision clearance standards in relation to improvements on the property to the south. The applicant shall either: (a) re-locate the driveway to meet vision clearance standards found in SRC Chapter 805, or (b) apply for a Class 2 Adjustment pursuant to SRC 805.015 and provide findings showing how the proposed driveway meets approval criteria.

The following items are identified deficiencies in your application and will need to be addressed. **Failure to address issues could result in denial of the application.**

- **Landscaped Setbacks:** The proposed development triggers landscaping throughout the site—not just around the proposed building. Additional landscaping, meeting the current landscape standards of the RM-II zone and Chapter 807, is required on the western portion of the site. **Note:** Type C landscaping requires a 6-foot-tall fence or wall, which the RM-II zone will require along the north and south property lines. The proposed plans appear to only show this in the southeast portion of the site.
- **Multiple Family Design Standards:** The proposal does not appear to meet the following standards:
 - **SRC 702.015(a)(1)(A):** The required 20x20 common open space area cannot fall within required setbacks, as a portion of this space contains required landscaping.
 - **SRC 702.015(a)(1)(B):** All private open space must meet the size and dimension standards set forth in Table 702-1. Ground-floor dwelling units have a minimum open space area size of 96 square feet. The proposal includes 72-square-foot decks/patios on the ground floor.
 - **SRC 702.015(c)(2):** This can be conditioned within the decision, but the plans are not clear as to how the proposed 6-plex or the existing home will meet this lighting standard.
 - **SRC 702.015(d)(1):** The proposed off-street parking area is located partially in front of the proposed 6-plex in relation to 40th Place.
 - **SRC 702.015(d)(2):** Two pedestrian pathways do not meet the minimum width of 5 feet for pedestrian pathways: 1) The existing pathway which connects the existing dwelling to the proposed 6-plex, parking area, the common open space, and to Lancaster Drive; and 2) The pathway along the western side of the proposed 6-plex.
 - **SRC 702.015(e)(4):** The proposal does not include a porch or architecturally defined entry area for each ground level dwelling unit. The proposed patios on the north side of the building do not count toward this standard.
 - **SRC 702.015(e)(4):** Additionally, this standard limits shared porches or entry areas to be provided to not more than four dwelling units. The proposal includes one entry area leading to all six units in the proposed 6-plex.
- **Bicycle Parking Location:** The proposed site plan indicates two bike parking spaces will be provided under stairs within the proposed building's footprint. In the past, this has posed challenging in terms of meeting building codes. The applicant is advised to confirm with the Building and Safety Division if this will be allowed. If not allowed, the spaces will need to be relocated.



555 Liberty Street SE / Room 305 • Salem OR 97301-3503 • Phone 503-588-6213 • TTY 503-588-6005
Fax 503-588-6005 • www.cityofsalem.net/planning • www.cityofsalem.net

- **Trash Enclosure Detail:** If the proposed trash enclosure requires building permits, a minimum 5-foot setback would be required between the enclosure and adjacent vehicle use area. Please confirm if building permits will be required for the trash enclosure.
- **Solid Waste Receptacle Type:** The proposal does not include a turnaround for a vehicle to access the solid waste service area, but shows an area on-site for garbage trucks. If garbage trucks are intended to access the site, a turnaround will be required. Otherwise, solid waste will need to be collected using roll-carts. Please revise the plans and/or written statement to address this.

The application will be deemed complete upon receipt of one of the following:

- (1) All the missing information;
- (2) Some of the missing information and written notice from the applicant that no other information will be provided;
- (3) Written notice from the applicant that none of the missing information will be provided.

You have 180 days from the date the application was submitted to respond in one of the three ways listed above, or the application will be deemed void.

Please submit the above requested materials and/information to our office through the PAC Portal, by mail, email, or in person (**note:** our offices are currently closed to the public during the COVID-19 pandemic). If you have questions, please contact me at (503) 540-2326 or bpike@cityofsalem.net.

The Salem Revised Code may be accessed online at the following location:

<https://www.cityofsalem.net/Pages/salem-revised-code.aspx>

Sincerely,

Brandon Pike, Planner I



NOTICE of FILING

LAND USE REQUEST AFFECTING THIS AREA

There is a development proposal for the property listed in this notice and shown on the attached map. The City is seeking input from neighbors on the proposal. If you have questions or comments about the proposal, contact the case manager.

Esta carta es un aviso sobre una propuesta de desarrollo para la propiedad enumerada y que se muestra en el mapa adjunto. La ciudad está buscando la opinión de los vecinos sobre la propuesta. Si tiene preguntas o comentarios sobre la propuesta, póngase en contacto con nosotros al 503-588-6213.

CASE NUMBER:	Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit / Class 1 Design Review Case No. SPR-ADJ-DAP-DR21-13
PROPERTY LOCATION:	1610 Lancaster Dr SE, Salem OR 97317
NOTICE MAILING DATE:	May 5, 2021
PROPOSAL SUMMARY:	A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.
COMMENT PERIOD:	All written comments must be submitted to City Staff no later than 5:00 p.m. Wednesday, May 19, 2021. Please direct any questions and/or comments about the case to the Case Manager listed below.
CASE MANAGER:	Brandon Pike, Planner I , City of Salem Planning Division, 555 Liberty Street SE, Room 305, Salem, Oregon 97301. Telephone: 503-540-2326; E-mail: bpike@cityofsalem.net
NEIGHBORHOOD ASSOCIATION:	<i>Neighborhood associations are volunteer organizations of neighbors coming together to make neighborhoods the best they can be. They receive notice of land use applications within their boundaries, and they often submit comments on the applications to the City. Neighborhood association meetings are open to everyone. Contact your neighborhood association to get involved:</i> Southeast Mill Creek Association (SEMCA), Alan Rasmussen, Land Use Chair; Phone: 503-930-1968; Email: arasmussen@modernbuildingsystems.com .
ACCESS:	The Americans with Disabilities Act (ADA) accommodations will be provided on request.
CRITERIA TO BE CONSIDERED:	Salem Revised Code (SRC) Chapter(s) 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment; 804.025(d) – Class 2 Driveway Approach Permit; 225.005(e)(1) – Class 1 Design Review Salem Revised Code (SRC) is available to view at this link: http://bit.ly/salemorcode . Type in the chapter number(s) listed above to view the applicable criteria.

PROPERTY OWNER(S):	1610 Lancaster Drive SE LLC (Jeffrey Starkey)
APPLICANT(S):	Zach Pelz, AKS Engineering and Forestry, LLC, on behalf of Jordan Schweiger, Good Well Construction, Inc.
PROPOSAL REQUEST:	<p>A consolidated application containing a Class 3 Site Plan Review and Class 1 Design Review for the development of a new apartment building with associated site improvements, a Class 2 Driveway Approach Permit to allow driveway access onto 40th Place SE, and Class 2 Adjustment requests to:</p> <ol style="list-style-type: none"> 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet; 2) Reduce the minimum setback for vehicle use areas to the south property line from 10 feet to 4.67 feet; 3) Allow a portion of an off-street parking area to be located between a building and a street; and 4) Adjust a vision clearance area for the proposed driveway approach. <p>The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 9200).</p>
APPLICATION PROCESS:	<p>Following the close of the Public Comment Period, a decision will be issued and mailed to the applicant, property owner, affected neighborhood association, anyone who submitted written comments, and anyone who received notice of the land use request.</p> <p>Failure to raise an issue in writing prior to the close of the Public Comment Period with sufficient specificity to provide the opportunity to respond to the issue, precludes appeal to the Land Use Board of Appeals (LUBA) on this issue. A similar failure to raise constitutional issues relating to proposed conditions of approval precludes an action for damages in circuit court.</p>
MORE INFORMATION:	<p>Documents and evidence submitted by the applicant are available for review and paper copies can be obtained at a reasonable cost. You can also find out more information about the status of the proposed application on the City's online Permit Application Center at https://permits.cityofsalem.net. Just enter the permit number listed here: 21 101664, 21 101693, 21 101669, 21 101667</p>

PLEASE PROMPTLY FORWARD A COPY OF THIS NOTICE TO ANY OTHER OWNER, TENANT OR LESSEE

For more information about Planning in Salem:

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

It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity and source of income, as provided by Salem Revised Code Chapter 97. The City of Salem also fully complies with Title VI of the Civil Rights Act of 1964, and related statutes and regulations, in all programs and activities. Disability-related modification or accommodation, including auxiliary aids or services, in order to participate in this meeting or event, are available upon request. Sign language and interpreters for languages other than English are also available upon request. To request such an accommodation or interpretation, contact the Community Development Department at 503-588-6173 at least three business days before this meeting or event.

TTD/TTY telephone 503-588-6439 is also available 24/7

REQUEST FOR COMMENTS

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

REGARDING: Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit / Class 1 Design Review Case No. SPR-ADJ-DAP-DR21-13

PROJECT ADDRESS: 1610 Lancaster Dr SE, Salem OR 97317

AMANDA Application No.: 21-101664-RP, 21-101693-ZO, 21-101669-ZO, 21-101667-DR

COMMENT PERIOD ENDS: May 19, 2021

SUMMARY: A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.

REQUEST: A consolidated application containing a Class 3 Site Plan Review and Class 1 Design Review for the development of a new apartment building with associated site improvements, a Class 2 Driveway Approach Permit to allow driveway access onto 40th Place SE, and Class 2 Adjustment requests to:

- 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet;
- 2) Reduce the minimum setback for vehicle use areas to the south property line from 10 feet to 4.67 feet;
- 3) Allow a portion of an off-street parking area to be located between a building and a street; and
- 4) Adjust a vision clearance area for the proposed driveway approach.

The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 9200).

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, May 19, 2021, 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: Brandon Pike, Planner I, Phone: 503-540-2326; E-Mail: bpik@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: _____
- _____
- _____
- _____

Name/Agency: _____

Address: _____

Phone: _____

Email: _____

Date: _____

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

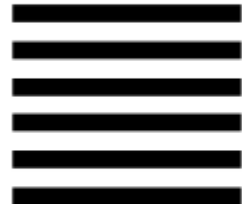


POSTAGE WILL BE PAID BY ADDRESSEE

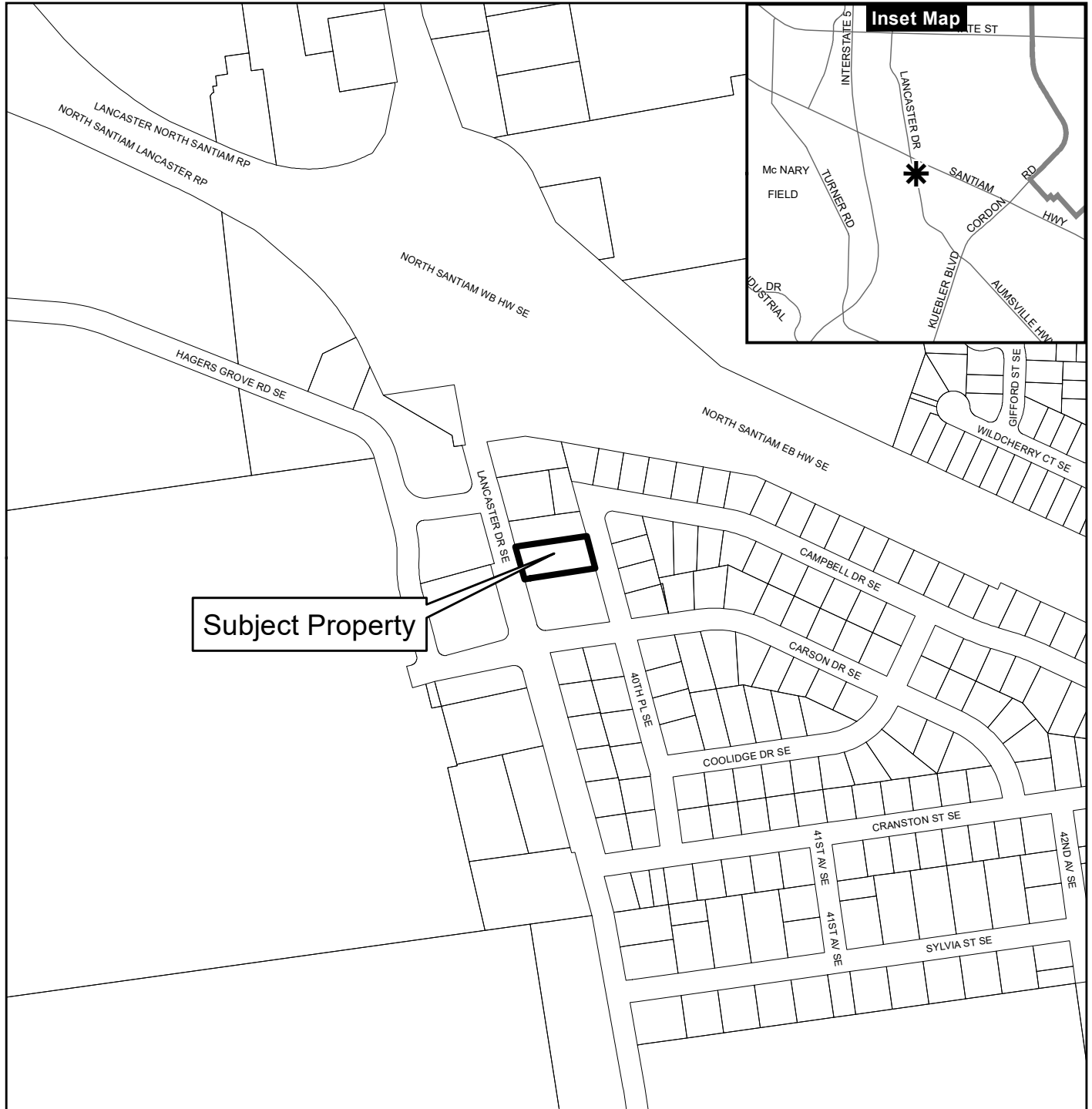
PLANNING DIVISION
CITY OF SALEM RM 305
555 LIBERTY ST SE
SALEM OR 97301-9907



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



Vicinity Map 1610 Lancaster Dr SE



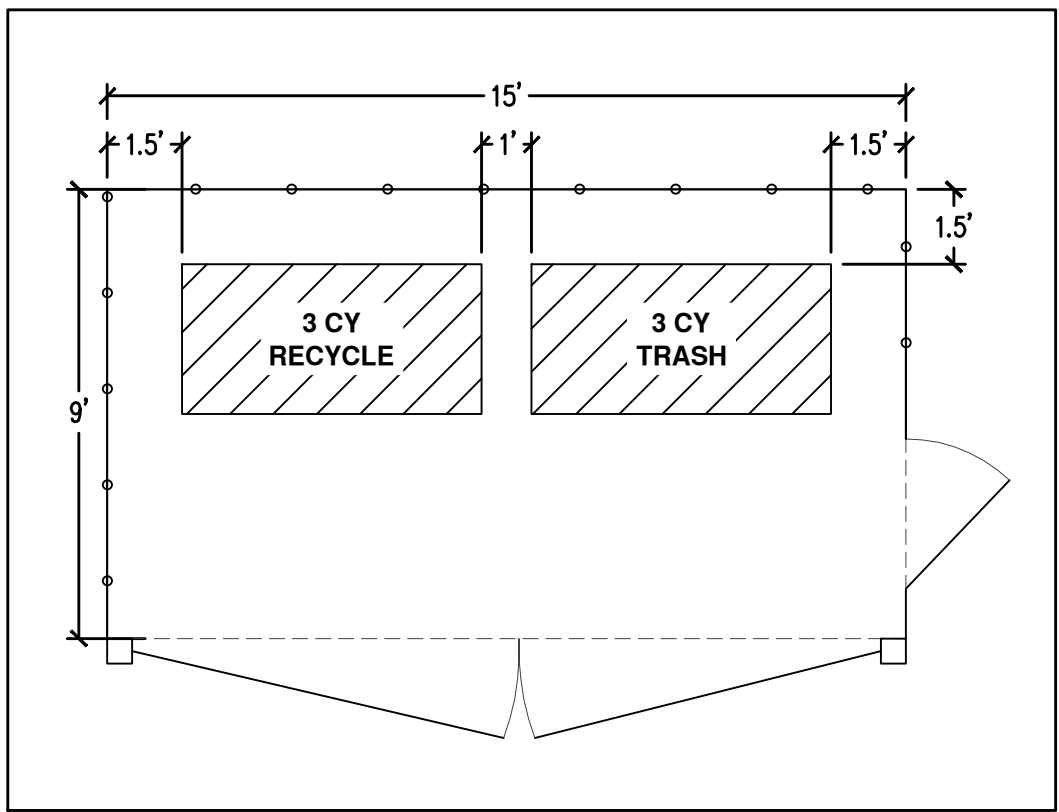
Legend

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

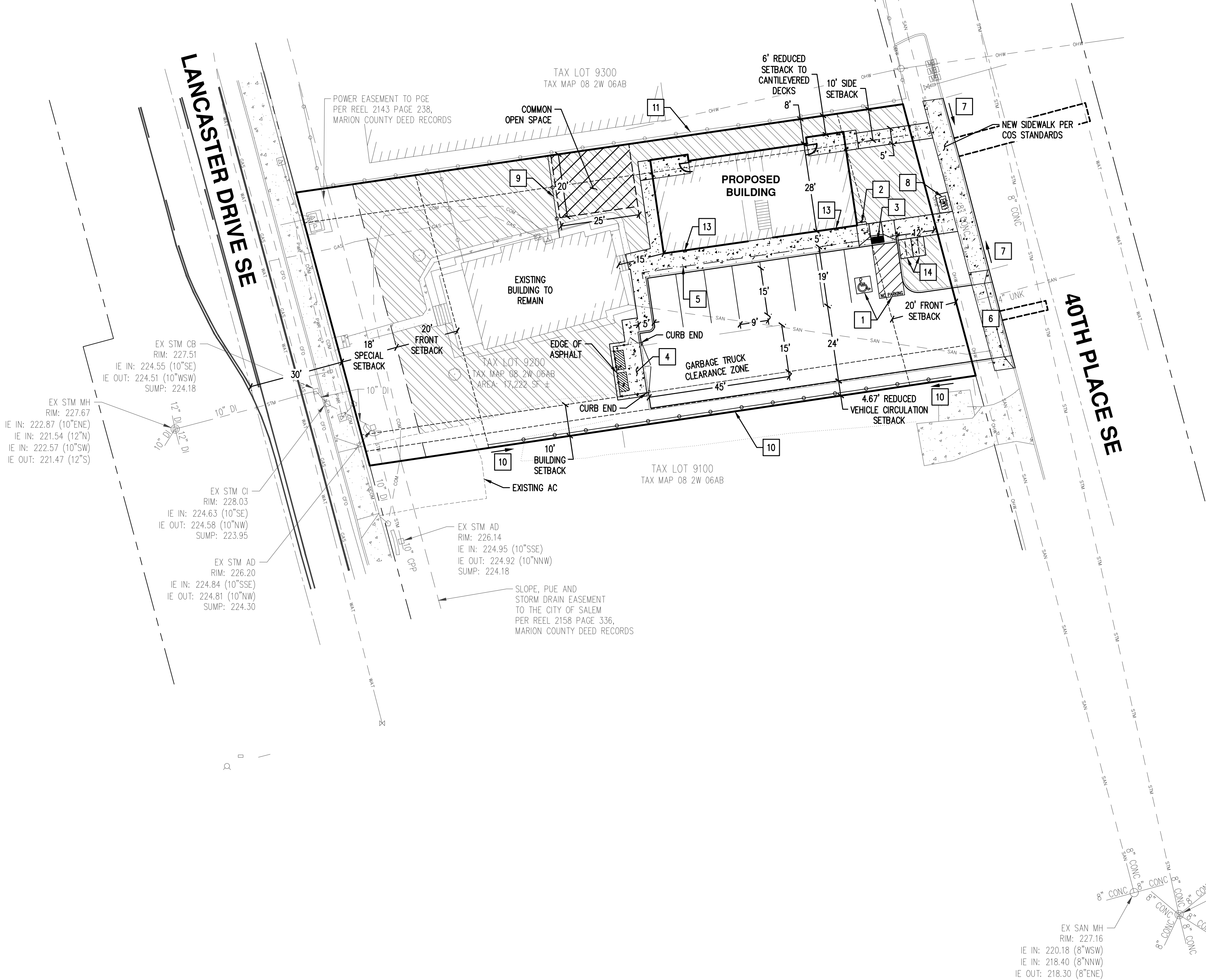
- Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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TRASH ENCLOSURE DETAIL
NTS



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
GROSS FLOOR AREA = 1,359± SF
HEIGHT = UNKNOWN

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
GROSS FLOOR AREA = 4,428 (1,476 SF/FLOOR)
HEIGHT = 33.5'

LOT COVERAGE SUMMARY:

BUILDING COVERAGE = 3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) = 5,600± SF
LANDSCAPED AREAS = 8,437± SF
% IMPERVIOUS AREA = 51%
% PERVIOUS AREA = 49%

OPEN SPACE SUMMARY:

COMMON OPEN SPACE REQUIRED = 500 SF WITH 20' MINIMUM DIMENSION
COMMON OPEN SPACE PROVIDED = 500 SF
GROSS OPEN SPACE REQUIRED = 3,445 SF (20% OF GROSS SITE AREA)
GROSS OPEN SPACE PROVIDED = 5,505± SF (31% OF GROSS SITE AREA)

OPEN SPACE LEGEND:

COMMON OPEN SPACE PROVIDED
GROSS OPEN SPACE PROVIDED

PARKING SUMMARY:

OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES
TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES
(INCLUDES 1 ACCESSIBLE STALL AND 2 COMPACT STALLS)

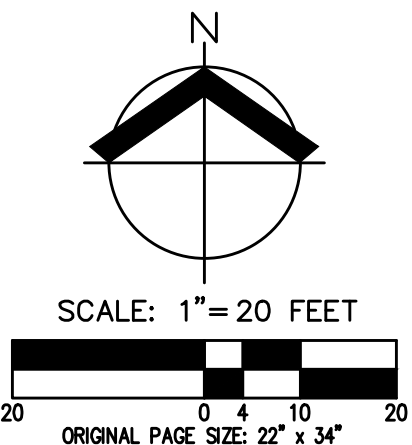
BICYCLE PARKING REQUIRED = 4 SPACES
BICYCLE PARKING PROVIDED = 4 SPACES

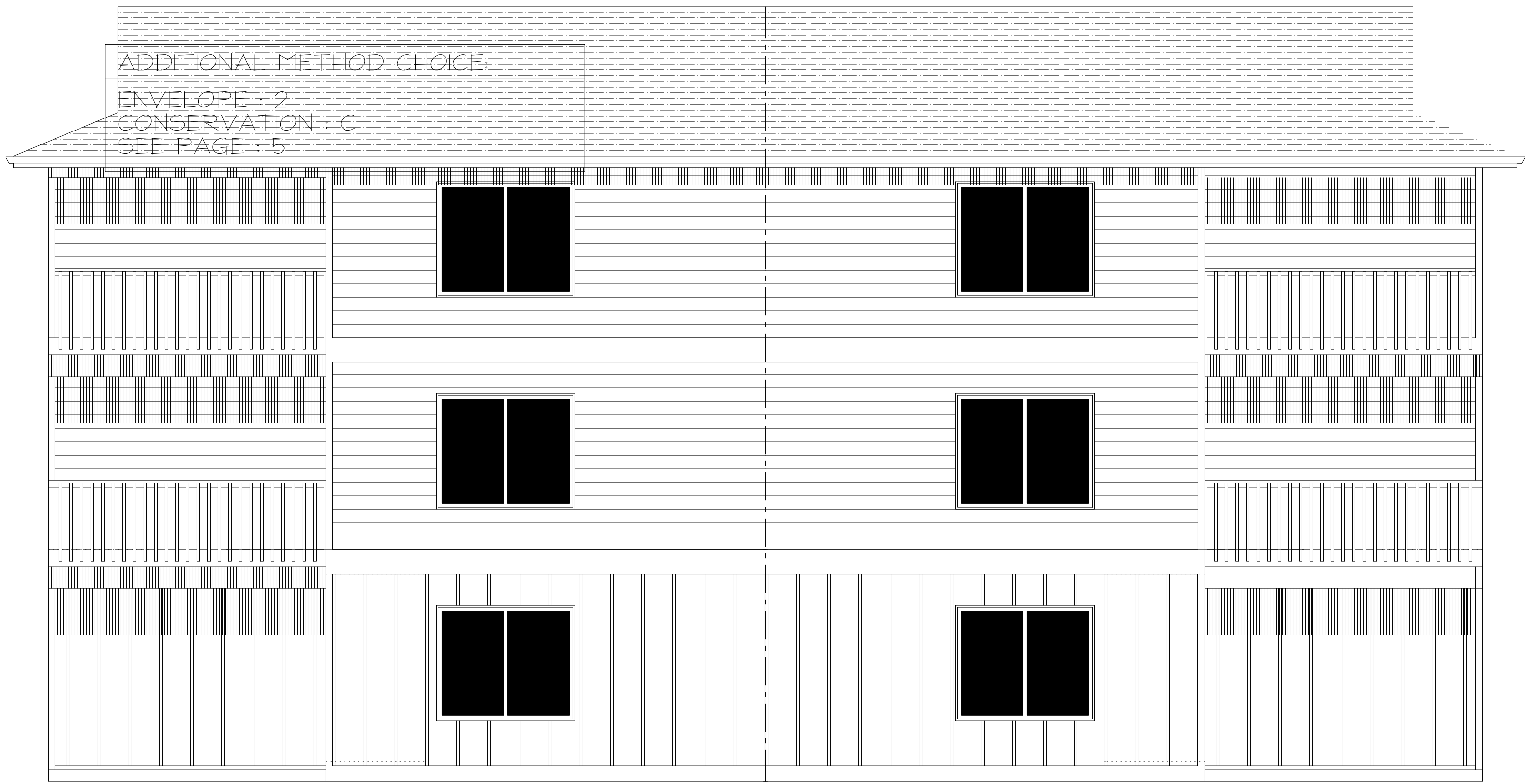
SETBACK SUMMARY:

SPECIAL SETBACK (LANCASTER DRIVE) 48' FROM CL = 18'
FRONT SETBACK (LANCASTER DRIVE) = 20'
FRONT SETBACK (40TH PLACE) = 20'
SIDE SETBACKS (NORTH/SOUTH) = 10'
REDUCED SETBACKS:
SIDE SETBACK (NORTH) = 6'
SIDE SETBACK (SOUTH) = 4.67' (VEHICLE CIRCULATION)

KEYED NOTES:

- ACCESSIBLE STALL AND ACCESSIBLE STRIPING
- ACCESSIBLE PARKING SIGN
- PEDESTRIAN CURB RAMP
- TRASH ENCLOSURE
- 2' BUMPER OVERHANG
- COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARDS
- 6' SIDEWALK PER CITY STANDARDS. CURB TO REMAIN
- MAILBOX PER USPS REQUIREMENTS
- 4' CHAIN LINK FENCE
- 6' SITE OBSCURING FENCE 1' NORTH OF PROPERTY LINE
- SITE OBSCURING FENCE AT PROPERTY LINE TO REMAIN
- NOT USED
- WALL PACK LIGHT WITH SHIELDING PER CITY STANDARDS
- STAPLE BIKE RACK ON 6' X 8' CONCRETE PAD

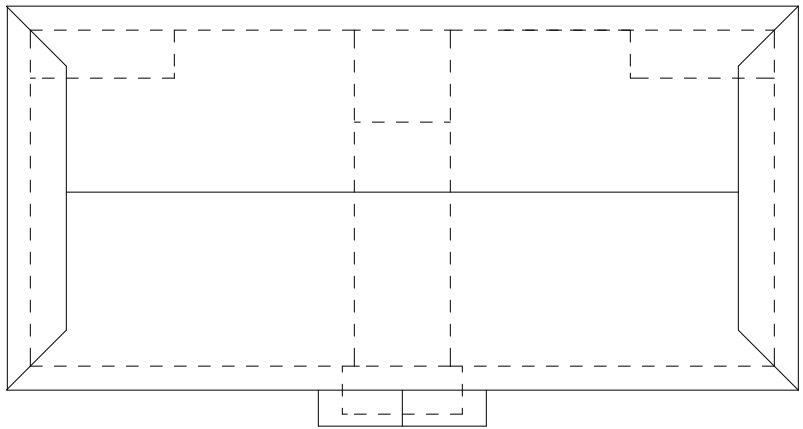




NORTH ELEVATION



40TH PL ELEVATION



1ST LEVEL : 708 SQ FT
2ND LEVEL : 708 SQ FT
3RD LEVEL : 708 SQ FT
TOTAL LIVING AREA :

2017 Oregon Residential Specialty Code

EXPOSURE : B
BASIC WIND SPEED : 120 MPH (UWS)
SEISMIC DESIGN CATEGORY : DI

LATERAL DESIGN STANDARDS



WEST ELEVATION



SOUTH ELEVATION

1/4"=1'0"

REVISION	BY

GOOD WELL
CONSTRUCTION
INC. ***
Jordan Schweiger
503-375-6205
CDD#: 715065

greg Larson
DRAFTING & DESIGN
289 E Ellendale Ave #402
Dallas, Oregon 97339
Phone: (503) 364-8577
Fax: (503) 364-3256
E-MAIL: homedezyme@aol.com

ELEVATIONS

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
GIL
CHECKED BY

DATE
10-27-20
SCALE
1/4" = 1'-0"

JOB NO.
5-708-3

SHEET : 1
OF : 5

REQUEST FOR COMMENTS

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

REGARDING: Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit / Class 1 Design Review Case No. SPR-ADJ-DAP-DR21-13

PROJECT ADDRESS: 1610 Lancaster Dr SE, Salem OR 97317

AMANDA Application No.: 21-101664-RP, 21-101693-ZO, 21-101669-ZO, 21-101667-DR

COMMENT PERIOD ENDS: May 19, 2021

SUMMARY: A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.

REQUEST: A consolidated application containing a Class 3 Site Plan Review and Class 1 Design Review for the development of a new apartment building with associated site improvements, a Class 2 Driveway Approach Permit to allow driveway access onto 40th Place SE, and Class 2 Adjustment requests to:

- 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet;
- 2) Reduce the minimum setback for vehicle use areas to the south property line from 10 feet to 4.67 feet;
- 3) Allow a portion of an off-street parking area to be located between a building and a street; and
- 4) Adjust a vision clearance area for the proposed driveway approach.

The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 9200).

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, May 19, 2021, 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: Brandon Pike, Planner I, Phone: 503-540-2326; E-Mail: bpike@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.

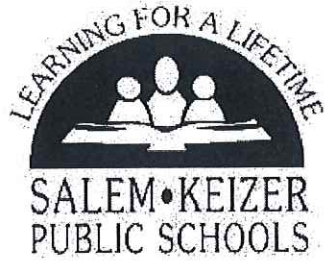
☒ 2. I have reviewed the proposal and have the following comments: See attached

Name/Agency: Salem-Keizer Public Schools, Planning and Property Services
Address: 3630 State Street, Salem OR 97301
Phone: David Fridenmaker, Manager
503-399-3335

Email: _____

Date: 5.18.21

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

May 18, 2021

Brandon Pike
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. SPR-ADJ-DAP-DR21-13, 1610 Lancaster Dr. SE

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

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

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

School Name	School Type	Grades Served
Miller	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
Miller	Elementary	407	387	105%
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	6	MF	0.201	1
Middle	6	MF	0.077	0
High	6	MF	0.084	1

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
Miller	Elem.	407	2	1	3	387	106%
Houck	Mid.	1,052	32	0	32	1,224	89%
North Salem	High	2,076	37	1	38	2,248	94%

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
Miller	Elementary	Eligible for School Transportation
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	1	\$60,840	\$60,840
Middle	0	\$72,735	\$0
High	1	\$84,630	\$84,630
TOTAL			\$145,470

Table 6

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

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

REQUEST FOR COMMENTS

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

REGARDING: Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit / Class 1 Design Review Case No. SPR-ADJ-DAP-DR21-13

PROJECT ADDRESS: 1610 Lancaster Dr SE, Salem OR 97317

AMANDA Application No.: 21-101664-RP, 21-101693-ZO, 21-101669-ZO, 21-101667-DR

COMMENT PERIOD ENDS: May 19, 2021

SUMMARY: A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.

REQUEST: A consolidated application containing a Class 3 Site Plan Review and Class 1 Design Review for the development of a new apartment building with associated site improvements, a Class 2 Driveway Approach Permit to allow driveway access onto 40th Place SE, and Class 2 Adjustment requests to:

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- 4) Adjust a vision clearance area for the proposed driveway approach.

The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 9200).

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.

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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: _____

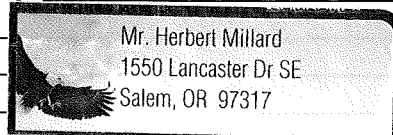
Name/Agency: OZZ Rentals LLC

Address: _____

Phone: _____

Email: _____

Date: _____



hmre911@gmail.com
05-10-2021

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

MAY 13 2021
1202

REQUEST FOR COMMENTS**Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173**

MAY 12 2021

REGARDING:

Class 3 Site Plan Review / Class 2 Adjustment / Class 2 Driveway Approach Permit / Class 1 Design Review Case No. SPR-ADJ-DAP-DR21-13

COMMUNITY DEVELOPMENT

PROJECT ADDRESS:

1610 Lancaster Dr SE, Salem OR 97317

AMANDA Application No.:

21-101664-RP, 21-101693-ZO, 21-101669-ZO, 21-101667-DR

COMMENT PERIOD ENDS:

May 19, 2021

SUMMARY: A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.**REQUEST:** A consolidated application containing a Class 3 Site Plan Review and Class 1 Design Review for the development of a new apartment building with associated site improvements, a Class 2 Driveway Approach Permit to allow driveway access onto 40th Place SE, and Class 2 Adjustment requests to:

- 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet;
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CASE MANAGER: Brandon Pike, Planner I, Phone: 503-540-2326; E-Mail: bpik@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:

There will be too many parked cars on street. I don't see people from second floor be able to look in my windows way to much. Congestion on street.

Name/Agency: Suzanne Bigelow (Suzie's Hairtastic Salon)
 Address: 1694 40th PL SE Salem 97317
 Phone: 971-283-0679
 Email: hairdo.sbs@gmail.com
 Date: 5/7/21

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

\\allcity\amanda\AmandaForms\4400Type2RequestComments.doc

I run a business out of my home. It will make it more difficult to pull in & out of my drive way for my clients & me.

TO: Brandon Pike, Planner, I
Community Development Department

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



DATE: June 24, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP-DR21-13 (21-101664-RP)
1610 LANCASTER DRIVE SE
SIX-UNIT APARTMENT BUILDING**

PROPOSAL

A consolidated Class 3 Site plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for vision clearance for the development of a new apartment building with associated site improvements. The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 09200).

RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE.
2. Construct curb line sidewalk along the frontage of 40th Place SE.
3. Provide an Option B streetlight to PGE standards along 40th Place SE.
4. Install street trees to the maximum extent feasible along all frontages.
5. Close the existing driveway approach along the Lancaster Drive SE frontage of the subject property.
6. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Lancaster Drive SE

- a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 50-foot improvement within a 68-foot-wide right-of-way abutting the subject property.

2. 40th Place SE

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 10-inch storm main is located within an easement (R2158 P336) along the western boundary of the subject property.
- b. An 8-inch storm main is located in 40th Place SE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. There are 8-inch water mains located in Lancaster Drive SE and 40th Place SE.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in 40th Place SE.

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 or hydric soils.

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 right-of-way along the frontage of Lancaster Drive SE does not meet current standards for its classification of street pursuant to the Salem TSP. The applicant shall convey for dedication a half-width right-of-way of 48 feet to Major Arterial street standards as specified in the PWDS.

The existing street condition along the frontage of Lancaster Drive SE is fully urbanized and lacks only street trees. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS. Lancaster Drive SE is authorized as an Alternative street under SRC 803.065(a)(2) because the improvement was fully developed to standards that were in place at the time of original construction.

The existing right-of-way along the frontage of 40th Place SE meets the current right-of-way standards for its classification of street pursuant to the Salem TSP; therefore, no additional right-of-way is required along this frontage. The existing street condition along the frontage of 40th Place SE is underimproved as defined in SRC 803.005. The street frontage is currently lacking sidewalk, streetlights, and street

trees. Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way per SRC 803.035(l)(2)(A); however, to meet the vision clearance standard set forth in SRC Chapter 805, the sidewalk along 40th Place SE may be located along the curb line pursuant to SRC 803.035(l)(2)(B). A streetlight is required to be provided along 40th Place SE pursuant to SRC Chapter 803. The streetlight should be an Option "B" streetlight to PGE standards and may be placed on an existing pole. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS.

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 applicant proposes to construct a driveway approach onto 40th Place SE to provide for safe turning movements into and out of the property.

Pursuant to SRC 804.060(a)(4), the applicant shall close the existing driveway approach along the Lancaster Drive SE frontage of the subject property and construct curb and sidewalk in accordance with PWDS. The sidewalk may remain at curb-line pursuant to SRC 803.035(l)(2)(B).

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 proposes connections to existing storm, sewer, and water infrastructure in 40th Place SE.

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 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 to 40th Place SE meets the standards for SRC Chapter 804 and PWDS.

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

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

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

Finding—The proposed driveway does not access 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 Alternate vision clearance requirements set forth in SRC Chapter 805.015. See Adjustment findings below.

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

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate 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 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 property abuts a Major Arterial street (Lancaster Drive SE) and a Local street (40th Place SE). The applicant is proposing a new driveway to the lower classification of street. As a result, the existing driveway approach along the Lancaster Drive SE frontage of the subject property shall be closed pursuant

to SRC 804.060(a)(4). By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of 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 driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(2) is as follows:

Criteria—The purpose underlying the specific development standard proposed for adjustment is:

1. Clearly inapplicable to the proposed development; or
2. Equally or better met by the proposed development.

Finding—The applicant is requesting a Class 2 adjustment to allow for alternate vision clearance standards pursuant to SRC 805.015. The applicant's engineer submitted a Driveway Sight Distance Analysis dated April 22, 2021. The Assistant City Traffic Engineer has reviewed this analysis and concurs that the proposal meets the alternative standards pursuant to SRC 805.015. The proposed driveway configuration meets the adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

Prepared by: Matt Olney, Program Manager
cc: File

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



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

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT / CLASS 1 DESIGN REVIEW CASE NO.: SPR-ADJ-DAP-DR21-13

APPLICATION NO.: 21-101664-RP/ 21-101693-ZO/ 21-101669-ZO/ 21-101667-DR

NOTICE OF DECISION DATE: June 25, 2021

SUMMARY: A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.

REQUEST: A consolidated application containing a Class 3 site plan review and Class 1 design review for the development of a new apartment building with associated site improvements, a Class 2 driveway approach permit to allow driveway access onto 40th Place SE, and Class 2 adjustment requests to:

- 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet;
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The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 9200).

APPLICANT: Zach Pelz, AKS Engineering and Forestry, LLC, on behalf of Jordan Schweiger, Good Well Construction, Inc.

LOCATION: 1610 Lancaster Dr SE, Salem OR 97317

CRITERIA: Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment; 804.025(d) – Class 2 Driveway Approach Permit; 225.005(e)(1) – Class 1 Design Review

FINDINGS: The findings are in the attached Decision dated June 25, 2021.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, and Class 1 Design Review SPR-ADJ-DAP-DR21-13 subject to the following conditions of approval:

- Condition 1:** Remove the existing pavement in the southwest corner of the property and replace with a 10-foot setback along the south property line, landscaped to the Type C standard. The required screening shall meet all applicable vision clearance standards set forth in Salem Revised Code chapter 805.

- Condition 2:** Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE.
- Condition 3:** Construct curb-line sidewalk along the frontage of 40th Place SE.
- Condition 4:** Provide an Option B streetlight to PGE standards along 40th Place SE.
- Condition 5:** Install street trees to the maximum extent feasible along all frontages.
- Condition 6:** Close the existing driveway approach along the Lancaster Drive SE frontage of the subject property.
- Condition 7:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code chapter 71 and Public Works Design Standards.
- Condition 8:** A minimum of 31 plant units shall be planted between the proposed apartment building and the north property line.
- Condition 9:** A minimum of 52 plant units shall be planted between the proposed vehicle use area and the south property line.
- Condition 10:** The adjusted development standards shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.
- Condition 11:** Provide a porch or architecturally defined entry area for both ground level dwelling units of the proposed building.

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.

Class 3 Site Plan Review	<u>July 13, 2025</u>
Other Case Types Within Application	<u>July 13, 2023</u>

Application Deemed Complete:	<u>April 29, 2021</u>
Notice of Decision Mailing Date:	<u>June 25, 2021</u>
Decision Effective Date:	<u>July 13, 2021</u>
State Mandate Date:	<u>August 27, 2021</u>

Case Manager: Brandon Pike, Planner I, BPike@cityofsalem.net, 503-540-2326

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Monday, July 12, 2021. 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 Chapter(s) 220, 250, 804, and 225. 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 Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer 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 by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

**CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY
APPROACH PERMIT / CLASS 1 DESIGN REVIEW
CASE NO. SPR-ADJ-DAP-DR21-13
DECISION**

IN THE MATTER OF APPROVAL OF)	FINDINGS AND ORDER
CLASS 3 SITE PLAN REVIEW,)	
CLASS 2 ADJUSTMENT, CLASS 2)	
DRIVEWAY APPROACH PERMIT,)	
AND CLASS 1 DESIGN REVIEW)	
CASE NO. 21-13)	
1610 LANCASTER DRIVE SE)	JUNE 25, 2021

In the matter of the application for a Class 3 Site Plan Review, Class 2 Adjustment, Class 2 Driveway Approach Permit, and Class 1 Design Review submitted by Zach Pelz, AKS Engineering & Forestry, LLC, on behalf of the applicant, Jordan Schweiger, Good Well Construction, Inc., and property owner, 1610 Lancaster Dr SE, LLC, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: A proposal to construct a 6-unit apartment building while retaining an existing single family dwelling.

Request: A consolidated application containing a Class 3 Site Plan Review and Class 1 Design Review for the development of a new apartment building with associated site improvements, a Class 2 Driveway Approach Permit to allow driveway access onto 40th Place SE, and Class 2 Adjustment requests to:

- 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet;
- 2) Reduce the minimum setback for vehicle use areas to the south property line from 10 feet to 4.67 feet;
- 3) Allow a portion of an off-street parking area to be located between a building and a street; and
- 4) Adjust a vision clearance area for the proposed driveway approach.

The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 9200).

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

FINDINGS

1. Class 3 Site Plan Review Applicability

Site plan review is intended to provide a unified, consistent, and efficient means to review proposed development that requires a building permit, other than single-family, duplex residential, and installation of signs, to ensure that such development meets all applicable requirements imposed by the Salem Revised Code (SRC). SRC 220.005(b)(3) requires Class 3 site plan review for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

Class 3 site plan review is required for this application pursuant to SRC 220.005(b)(3)(F) because Class 2 adjustments have been requested in conjunction with the site plan review application, and pursuant to SRC 220.005(b)(3)(C) because a Class 2 driveway approach permit is required for a new driveway access onto 40th Place SE.

2. Background

On January 19, 2021, a consolidated Class 3 site plan review, Class 2 adjustment, Class 2 driveway approach permit, and Class 1 design review application was submitted for a proposal to construct a new six-unit apartment building and associated site improvements on the subject property.

After receiving additional required information from the applicant, the consolidated application was deemed complete for processing on April 29, 2021 and notice of filing of the application was sent pursuant to SRC requirements on May 5, 2021. The 120-day state-mandated local decision deadline is August 27, 2021.

The applicant's proposed development plans and written statement are included as **Attachment B** and **Attachment C**, respectively.

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.

Neighborhood and Citizen Comments:

Notice of the application was sent to the Southeast Mill Creek Association (SEMCA), and to surrounding property owners and tenants within 250 feet of the subject property. No comments were received from the neighborhood association. Of the two comments received from surrounding residents, one indicated no objections and one indicated concerns with the proposal.

Concerns and opposition received can be summarized as follows:

- *On-Street Parking.* One comment indicated concern over the proposal's impact on on-street parking in the vicinity.

Staff Response: The proposed development includes 8 off-street parking spaces, exceeding the minimum number of required off-street parking spaces (7 spaces). SRC 102.040(j) prohibits on-street parking for more than five consecutive days and is enforced by the City's Parking Services Division.

- *Privacy.* One comment indicated concern about residents of the proposed development looking into the neighboring residences' windows.

Staff Response: Development on the subject property is required to meet the standards set forth in SRC Chapter 514, which include requirements for height, setbacks, and lot coverage which are intended to ensure that development of private property or use of public rights-of-way does not adversely impact the privacy of adjacent properties and residents.

The applicant has proposed a three-story building with an approximate height of 33.5 feet, well below the maximum height allowed within the RM-II zone (50 feet). The applicant will be required to provide landscaping and screening to ensure adequate privacy is maintained for surrounding properties.

City Department Comments:

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

The Building and Safety Division reviewed the proposal and commented that Americans with Disabilities Act (ADA) parking will be reviewed at the time of building permit application.

The Fire Department reviewed the proposal and provided the following comment:

Fire department access is provided from 40th Place and the building address will need to reflect that. The building FDC needs to be located within 100 feet of a fire hydrant and the hose lay shall not obstruct aerial access. If the building height exceeds 30 feet as measured by the OFC, then aerial fire department access will be required. Note: the provided plans indicate 2017 Oregon Residential Specialty Code. Verify with Building and Safety (B&S) if this is the correct code reference.

Public Agency Comments:

Notice of the proposal was provided to public agencies, and to public and private service providers. One comment was received from Salem-Keizer Public Schools, a letter which is included as **Attachment E**. They indicate the applicable middle and high schools have sufficient capacity to serve the proposed development, while the applicable elementary school currently exceeds the school designed capacity. They note that adequate pedestrian and bicycle infrastructure should be provided, and that a bus pullout should be included with the development if located more than one mile from

any school. They also state the proposed development is eligible for school transportation for the elementary, middle, and high schools.

Staff Response: As a condition of the proposed development, the applicant will be required to bring the adjacent transportation infrastructure into compliance with the Salem TSP, including constructing and/or maintaining pedestrian and bicycle facilities. The subject property is located within one mile of Houck Middle School, so no bus pullout should be required for the proposed development.

3. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

An application for Class 3 site plan review shall be granted if:

- (1) The application meets all applicable standards of the UDC;
- (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;
- (3) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and
- (4) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: The proposal includes development of a new six-unit apartment building while retaining an existing single family dwelling.

The proposed development conforms to SRC Chapter 514 and all other applicable development standards of the Salem Revised Code as follows:

Development Standards – RM-II (Multiple Family Residential-II) Zone:

SRC 514.005 – Uses:

Finding: Allowed uses within the RM-II zone are identified under SRC 514.005, Table 514-1. The proposal includes the development of a six-unit apartment building while retaining an existing dwelling, for a total of seven dwelling units, classified as a *multiple family* use. Within the RM-II zone, *multiple family* uses are allowed as a permitted use.

SRC 514.010(b) – Lot Standards:

Within the RM-II zone, the minimum lot size for all uses except for *single family* is 6,000 square feet. For all uses except for *single family*, the minimum lot width is 40 feet. For all uses except for *single family*, the minimum lot depth is 80 feet (120 feet for double frontage lots) and a maximum 300 percent of the average lot width. The minimum street frontage requirement for all uses except for *single family* is 40 feet.

Finding: The existing lot complies with the minimum lot standards of the RM-II zone and no changes to the lot size or dimensions are proposed.

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. The minimum density for the proposed development is 12 dwelling units per acre, and the maximum density allowed is 28 dwelling units per acre.

Finding: The subject property is approximately 0.40 acres, or 17,222 square feet, in size, allowing for a minimum of five dwelling units ($17,222 / 43,560 = 0.3953$ acres. $0.3953 \times 12 = 4.74$ units) and a maximum of 11 dwelling units ($0.3953 \times 28 = 11.07$ units). The proposed development includes a total of seven dwelling units. The proposal meets the standard.

SRC 514.010(d) – Setbacks:

Setbacks within the RM-II zone shall be provided as set forth in SRC Table 514-4.

Abutting Street

East: Adjacent to the east is right-of-way for 40th Place SE. For all uses except for *single family, two family, three family, and four family*, buildings have a minimum setback of 12 feet, plus 1 foot for each 1 foot of height over 12 feet, but need not exceed 20 feet in depth. Accessory structures not more than 4 feet in height have no minimum setback, and accessory structures greater than 4 feet in height have a minimum setback of 12 feet, plus 1 foot for each 1 foot of height over 12 feet. Vehicle use areas have a minimum setback of 12 feet.

Finding: The proposed building is approximately 33.5 feet in height, requiring a minimum setback of 20 feet. The site plan shows a setback of approximately 21 feet between the proposed building and the east property line. The proposal meets the setback standards of the zone. Required setbacks shall be landscaped as provided in SRC Chapter 807.

West: Adjacent to the west is right-of-way for Lancaster Dr SE. For all uses except for *single family, two family, three family, and four family*, buildings have a minimum setback of 12 feet, plus 1 foot for each 1 foot of height over 12 feet, but need not exceed 20 feet in depth. Accessory structures not more than 4 feet in height have no minimum setback, and accessory structures greater than 4 feet in height have a minimum setback of 12 feet, plus 1 foot for each 1 foot of height over 12 feet. Vehicle use areas have a minimum setback of 12 feet.

Finding: The proposed building is approximately 33.5 feet in height, requiring a minimum setback of 20 feet. The applicant's site plan shows a setback of approximately 90 feet between the proposed building and the west special setback line. The site contains an existing building in the western portion of the property (currently used as a single family dwelling); no changes to the building's existing setbacks are proposed. The proposal meets the setback standards of the zone. Required setbacks shall be landscaped and screened as provided in SRC Chapter 807.

Interior Side

North: For all uses except for *single family, two family, three family, and four family*, buildings, accessory structures, and vehicle use areas have a minimum zone-to-zone setback of 10 feet with Type C landscaping and screening abutting residential zones.

Finding: The proposed site plan shows 42.5 feet between the vehicle use area and the north property line. The proposed site plan shows a setback of 6 feet between the proposed building and the north property line. The applicant has requested an adjustment to this standard. Findings addressing the approval criteria for a Class 2 adjustment are included later in this decision. Except where the applicant has requested adjustments, the proposal meets the setback standards of the zone. Required setbacks shall be landscaped and screened as provided in SRC Chapter 807.

South: For all uses except for *single family, two family, three family, and four family*, buildings, accessory structures, and vehicle use areas have a minimum zone-to-zone setback of 10 feet with Type C landscaping and screening abutting residential zones.

Finding: The applicant's development plans indicate a building height of approximately 33.5 feet. The proposed site plan shows a setback of approximately 53 feet between the proposed building and the south property line, and a setback of 4.67 feet between the vehicle use area and the south property line. The applicant has requested an adjustment to this standard. Findings addressing the approval criteria for a Class 2 adjustment are included later in this decision.

The proposed site plan shows existing pavement in the southwest corner of the property and a portion of a driveway approach along the property's frontage. As conditioned within this decision, the applicant will be required to eliminate the portion of the driveway approach onto Lancaster Drive which abuts the subject property and leads to the existing pavement referenced herein. This paved area on the subject property will no longer be considered a legal driveway since it will no longer lead to an approved off-street parking area; it shall be removed and landscaped as required under SRC chapters 514 and 807. The following condition of approval shall apply:

Condition 1: Remove the existing pavement in the southwest corner of the property and replace with a 10-foot setback along the south property line, landscaped to the Type C standard. The required screening shall meet all applicable vision clearance standards set forth in Salem Revised Code chapter 805.

Required setbacks shall be landscaped and screened as provided in SRC Chapter 807. As conditioned and except for where the applicant has requested an adjustment, the proposal meets the setback standards of the zone.

SRC 514.010(e) – Lot Coverage, Height:

In the RM-II zone, the maximum lot coverage for buildings and accessory structures for all uses is 60 percent. The maximum height of buildings for *multiple family, residential care, nursing care, and short-term commercial lodging* uses is 50 feet.

Finding: The proposed development plans show a lot coverage of approximately 3,714 square feet, or 21.6 percent, with a building height of approximately 33.5 feet. The proposed development meets the standard.

SRC 514.010(g) – Landscaping:

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

Finding: At the time of building permit review, landscape and irrigation plans shall be provided which demonstrate compliance with the requirements of SRC chapters 806 and 807.

General Development Standards (SRC Chapter 800):

SRC 800.055 – Solid Waste Service Areas.

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; and any change to an existing solid waste service area for receptacles of one cubic yard or larger that requires a building permit.

Finding: The proposed development includes a new solid waste service area. The standards of SRC 800.055 apply.

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 four inches thick, or on an asphalt pad that is a minimum of six inches thick. The pad shall have a slope of no more than a three percent and shall be designed to discharge stormwater runoff consistent with the overall stormwater management plan for the site approved by the Director.

SRC 800.055(b)(1) – Pad Area.

The pad area shall extend a minimum of one foot beyond the sides and rear of the receptacle; and the pad area shall extend a minimum three feet beyond the front of the receptacle. In situations where receptacles face each other, a minimum four feet of pad area shall be required between the fronts of the facing receptacles.

SRC 800.055(b)(2) – Minimum Separation.

A minimum separation of 1.5 feet shall be provided between the receptacle and the side wall of the enclosure. A minimum separation of five feet shall be provided between the receptacle and any combustible walls, combustible roof eave lines, or building or structure openings.

SRC 800.055(b)(3) through (d) – Vertical Clearance, Permanent Drop Box and Compactor Placement Standards, and Solid Waste Service Area Screening Standards. Solid waste service areas shall meet the standards set forth in these sections.

Finding: The proposed site plan shows a pad area of 18 feet wide by 9.5 feet deep, with 1 foot extending beyond the sides and rear of the receptacle, and a paved area greater than 3 feet in depth beyond the front of the receptacle. The development plans show 1.5 feet between the receptacle and the side walls of the enclosure. The applicant's written statement indicates the solid waste service area will be screened as required under this section. The proposal meets the standards.

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

When enclosures are used for required screening or aesthetics, such enclosures shall conform to the standards set forth in this subsection. The overall dimensions of an enclosure are dependent upon the number and size of receptacles the enclosure is designed to accommodate.

SRC 800.055(e)(1) – Front Opening of Enclosure.

The front opening of the enclosure shall be unobstructed and shall be a minimum of 12 feet in width.

Finding: The proposed site plan shows an opening on the front of the enclosure of 15 feet. The proposal meets the standard.

SRC 800.055(e)(2) – Measures to Prevent Damage to Enclosure.

Solid waste enclosures shall be constructed with the measures set forth in this section to prevent damage to the enclosure.

Finding: The applicant's written statement indicates they can include 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 as necessary. Adherence with these standards will be ensured at the time of building permit review.

SRC 800.055(e)(3) – Enclosure Gates.

Any gate across the front opening of an enclosure shall swing freely without obstructions. For any enclosure opening with an unobstructed width of less than 15 feet, the gates shall open a minimum of 120 degrees. For any enclosure opening with an unobstructed width of 15 feet or greater, the gates shall open a minimum of 90 degrees. All gates shall have restrainers in the open and closed positions.

Finding: The proposed site plan shows a swinging gate which opens more than 90 degrees, while the applicant has indicated the final design will have restrainers in the open and closed positions. The proposal meets the standard.

SRC 800.055(e)(4) – Prohibited Structures.

Receptacles shall not be stored in buildings or entirely enclosed structures unless as set forth in this section.

Finding: The proposed site plan does not show a receptacle within an entirely enclosed structure. The proposal meets the standard.

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

SRC 800.055(f)(1) – Vehicle Operation Area.

- (A) A vehicle operation area shall be provided for solid waste collection service vehicles that is free of obstructions and no less than 45 feet in length and 15 feet in width; provided, however, where the front opening of an enclosure is wider than 15 feet, the width of the vehicle operation area shall be increased to equal the width of the front opening of the enclosure. Vehicle operation areas shall be made available perpendicular to the front of every receptacle, or, in the case of multiple receptacles within an enclosure, perpendicular to every enclosure opening.

Finding: The proposed site plan shows an area greater than 45 feet in length and 15 feet in width, perpendicular to the enclosure and extending into the proposed drive aisle. The proposal meets the standard.

- (B) For solid waste service areas having receptacles of two cubic yards or less, the vehicle operation area may be located:
- (i) Perpendicular to the permanent location of the receptacle or the enclosure opening (see Figure 800-8);
 - (ii) Parallel to the permanent location of the receptacle or the enclosure opening (see Figure 800-9); or
 - (iii) In a location where the receptacle can be safely maneuvered manually not more than 45 feet into a position at one end of the vehicle operation area for receptacle servicing.

Finding: The proposed site plan shows a vehicle operation area perpendicular to the permanent location of the enclosure's opening. The proposal meets the standard.

- (C) The vehicle operation area may be coincident with a parking lot drive aisle, driveway, or alley provided that such area is kept free of parked vehicles and other obstructions at all times except for the normal ingress and egress of vehicles.
- (D) Vehicle operation areas shall have a minimum vertical clearance of 14 feet.
- (E) In the event that access to the vehicle operation area is not a direct approach into position for operation of the service vehicle, a turnaround, in conformance with the minimum dimension and turning radius requirements shown in Figure 800-10, shall be required to allow safe and convenient access for collection service.

Finding: The proposed vehicle operation area meets these standards.

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; any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposal includes a new use or activity. The off-street parking development standards of this chapter apply.

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 the additional locations set forth under this section.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for a *multiple family* use consisting of 5 to 12 dwelling units is 1 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 five percent of their total off-street parking spaces for carpool or vanpool parking.
- d) *Maximum Off-Street Parking.* Except as otherwise provided in this section, and otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A. For uses requiring 20 spaces or less, the maximum number of off-street parking spaces allowed is 2.5 times the minimum number of spaces required. For uses requiring more than 20 spaces, the maximum number of off-street parking spaces allowed is 1.75 times the minimum number of spaces required.

Finding: The proposed development includes seven dwelling units, requiring a minimum of seven off-street parking spaces. The applicant has proposed eight spaces. The proposal meets the minimum standard.

Of the eight off-street parking spaces shown on the proposed site plan, none are proposed as compact spaces (0 percent). This meets the compact parking space allotment allowed under SRC 806.015(b).

The proposed development does not require 60 or more off-street parking spaces, and does not fall within the public services and industrial use classifications or the business and professional services use category. No carpool or vanpool spaces are required.

Based on a minimum off-street parking requirement of seven spaces, the maximum number of off-street parking spaces allowed is 18 spaces ($7 \times 2.5 = 17.5$). The proposed development includes a total of eight spaces, which meets the maximum standard.

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

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas, expansion or alteration of existing off-street parking and vehicle use areas where existing paved surface is replaced with a new paved surface, or the paving of an unpaved area.

Finding: The proposal includes the development of a new vehicle use area. The development standards of this section apply.

- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.
- c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

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

- d) *Interior Landscaping.* Except as otherwise set forth in this section, interior landscaping shall be provided in amounts not less than those set forth in Table 806-5.

Finding: The proposal does not include off-street parking areas 5,000 square feet or greater. No interior landscaping is required.

- 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, driveways, and drive aisles comply with the minimum dimensional requirements of Table 806-6.

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

Finding: The proposed vehicle use area is developed consistent with the applicable development standards for grade, surfacing, drainage, bumper guards, striping, and screening. The marking, signage, and lighting shall comply with the applicable standards of SRC Chapter 806; this will be ensured at the time of building permit review.

Bicycle Parking

SRC 806.045(a) - General Applicability.

Bicycle parking shall be provided and maintained for each proposed new use or activity, any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity, or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development includes a new use or activity. The bicycle parking development standards of this chapter apply.

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.

Bicycle parking shall be provided in amounts not less than those set forth in Table 806-8. *Multiple family* uses require a minimum of the greater of 4 spaces or 0.1 spaces per dwelling unit.

Finding: The proposed seven-unit multi-family development requires a minimum of four spaces. The proposed site plan shows four spaces, located southeast of the proposed building. The proposal meets the standard.

SRC 806.060 – Bicycle Parking Development Standards.

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

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

Finding: The proposal calls for the bike parking to be placed near the southeast corner of the proposed 6-plex, located less than 50 feet from the primary building entrance. The proposal meets the standard.

(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.

Finding: As shown on the proposed site plan, the proposed bicycle parking area has direct access to the public right-of-way through the proposed pedestrian paths and the vehicle use area. Additionally, the bicycle parking areas have direct access to primary building entrances through the proposed pedestrian pathways in conformance with the requirements of SRC 806.060(b).

(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.

Finding: The proposed bicycle parking spaces are in a small paved area, 6 feet in length and 8 feet in width. The spaces are arranged in a single aisle and adjacent to a proposed pedestrian accessway, providing a minimum 4-foot-wide access aisle. The proposal meets the standard.

- (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.

Finding: The proposed bicycle parking spaces are placed on a hard surface material. The proposal meets the standard.

- (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 applicant has proposed staple racks which meet these standards.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity; any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development includes a new use or activity. The loading area development standards of this chapter apply.

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.

Per Table 806-9, *multiple family* uses with 5-49 dwelling units do not require any off-street loading spaces.

Finding: There is no minimum number of off-street loading spaces required for the proposed development. The applicant has not proposed any loading spaces.

Landscaping

SRC 807 – Landscaping and Screening: All required setbacks shall be landscaped to the standards set forth in SRC chapter 807, 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: A minimum of 1 plant unit is required per 20 square feet of landscape area. A minimum of 40 percent of the required plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. As proposed and conditioned, required screening is provided along the north and south property lines. Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review.

Natural Resources

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

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

No trees or native vegetation protected under SRC chapter 808 are identified for removal.

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 or hydric soils.

SRC 810 - Landslide Hazards: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810, the subject property does not contain any mapped landslide hazard areas.

Other Sections

The Public Works Department finds that with completion of the recommended conditions, 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.

Criterion 2:

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

Finding: The existing right-of-way width along the frontage of Lancaster Drive SE does not meet current standards for its classification of street pursuant to the Salem TSP. The applicant shall convey for dedication a half-width right-of-way of 48 feet to major arterial street standards as specified in the Public Works Design Standards. The following condition of approval shall apply:

Condition 2: Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE.

The existing street condition along the frontage of Lancaster Drive SE is fully urbanized and lacks only street trees. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS.

The existing right-of-way along the frontage of 40th Place SE meets the current right-of-way standards for its classification of street pursuant to the Salem TSP; therefore, no additional right-of-way is required along this frontage. The existing street condition along the frontage of 40th Place SE is underimproved as defined in SRC 803.005. The street frontage is currently lacking sidewalk, streetlights, and street trees. Street standards require that sidewalks be located parallel to and one foot from the adjacent right-of-way per SRC 803.035(l)(2)(A); however, to meet the vision clearance standard set forth in SRC Chapter 805, the sidewalk along 40th Place SE may be located along the curb line pursuant to SRC 803.035(l)(2)(B). A streetlight is required to be provided along 40th Place SE pursuant to SRC Chapter 803. The streetlight should be an Option “B” streetlight to PGE standards and may be placed on an existing pole. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS.

The following conditions of approval shall apply:

Condition 3: Construct curb-line sidewalk along the frontage of 40th Place SE.

Condition 4: Provide an Option B streetlight to PGE standards along 40th Place SE.

Condition 5: Install street trees to the maximum extent feasible along all frontages.

As conditioned, this criterion is met.

Criterion 3:

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

Finding: The proposed driveway approach provides for safe turning movements into and out of the property with the proposed improvements. The applicant's proposed site plan includes on-site improvements which will allow for safe and efficient movement throughout the site's vehicle use area, driveway, and walkways.

Pursuant to SRC 804.060(a)(4), the applicant shall close the existing driveway approach along the Lancaster Drive SE frontage of the subject property and construct curb and sidewalk in accordance with PWDS. The sidewalk may remain at curb-line pursuant to SRC 803.035(l)(2)(B). The following condition of approval shall apply:

Condition 6: Close the existing driveway approach along the Lancaster Drive SE frontage of the subject property.

As conditioned, this criterion is met.

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 storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant proposes connections to existing storm, sewer, and water infrastructure in 40th Place SE.

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. The following condition of approval shall apply:

Condition 7: Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code chapter 71 and Public Works Design Standards.

As conditioned, this criterion is met.

4. Analysis of Class 2 Adjustment Approval Criteria

SRC 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 adjustment. The following subsections are organized with approval criteria shown in bold italic, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Class 2 adjustment application, or for the issuance of certain conditions to ensure the criteria are met.

Criterion 1:

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

- (i) Clearly inapplicable to the proposed development; or
- (ii) Equally or better met by the proposed development.

Finding: The applicant has requested four adjustments to: 1) Reduce the minimum setback for buildings to the north property line from 10 feet to 6 feet; 2) Reduce the minimum setback for vehicle use areas to the south property line from 10 feet to 4.67 feet; 3) Allow a portion of an off-street parking area to be located between a building and a street; and 4) Adjust a vision clearance area for the proposed driveway approach.

- *Adjustment to Reduce the Minimum Setback for Buildings to the North Property Line*

The applicant has requested a Class 2 adjustment to reduce the minimum setback of the proposed apartment building to the north property line from 10 feet to 6 feet. The foundation of the building will be placed at 8 feet from the north property line, but upper-floor balconies will have a 6-foot setback.

In summary, the applicant's written statement indicates the underlying purpose of minimum setbacks is to maintain adequate light, air circulation, and to provide reasonable separation between developments and surrounding properties or residents. The applicant notes the provided setback exceeds what is allowed for smaller residential developments, as the RM-II zone allows a minimum setback of 5 feet for *single family, two family, three family, or four family* uses to the north property line. However, the proposal includes a total of seven dwelling units, which potentially has a greater impact on surrounding properties and residents.

To mitigate the impacts of the proposed adjustment, the applicant has proposed additional landscaping in the area subject to the reduced setback. If no adjustment to this setback was requested with the proposal, approximately 31 plant units would have been required inside the minimum 10-foot setback in this area. To equally meet the standard, a minimum of 31 plant units should be planted in the reduced setback. To ensure the proposal provides additional landscaping to mitigate the impacts of the requested adjustment, the following condition of approval shall apply:

Condition 8: A minimum of 31 plant units shall be planted between the proposed apartment building and the north property line.

As conditioned, Staff finds the proposal will equally or better meet the purpose underlying the standard in question.

- *Adjustment to Reduce the Minimum Setback for Vehicle Use Areas to the South Property Line*

The applicant has requested a Class 2 adjustment to reduce the minimum setback of the proposed vehicle use area to the south property line from 10 feet to 4.67 feet.

In summary, the applicant's written statement indicates the underlying purpose of minimum setbacks is to maintain adequate light, air circulation, and to provide

reasonable separation between developments and surrounding properties or residents. The applicant states the improvements on the abutting property to the south are predominantly located in the southern portion of the property, away from the proposed vehicle use area, and that the proposed adjustment would not negatively impact the abutting property or the proposed development on the subject property. However, future improvements on the neighboring property to the south could be located closer to the shared property line, and any impacts of the proposed adjustment should be considered and mitigated as appropriate.

To mitigate the impacts of the proposed adjustment, the applicant has proposed additional landscaping in the area subject to the reduced setback. If no adjustment to this setback was requested with the proposal, approximately 52 plant units would have been required inside the minimum 10-foot setback in this area. To equally meet the standard, a minimum of 52 plant units should be planted in the reduced setback. To ensure the proposal provides additional landscaping to mitigate the impacts of the requested adjustment, the following condition of approval shall apply:

Condition 9: A minimum of 52 plant units shall be planted between the proposed vehicle use area and the south property line.

As conditioned, Staff finds the proposal will equally or better meet the purpose underlying the standard in question.

- *Adjustment to Allow a Portion of an Off-Street Parking Area to Be Located Between a Building and a Street*

The applicant has requested a Class 2 adjustment to allow the ADA access aisle associated with an ADA parking space to be located between the proposed building and 40th Place SE, where SRC 702.015(d)(1) requires on-site parking to be located behind or beside buildings.

The applicant's written statement indicates they disagree with the City's interpretation of this standard and argue they meet the standard as proposed. They state that, because the off-street parking area does not fall within the setback line measured between 40th Place and the proposed building, the proposed development meets the standard.

Staff notes that this standard is to encourage buildings to be placed near the street, with off-street parking placed beside or behind the building to reduce the visual impacts of parking areas. While the proposed off-street parking area is not located within the setback line between the building and the east property line, it is located closer to the east property line than the building itself, and a straight line can be drawn between the proposed building and 40th Place which passes over the proposed ADA access aisle. Therefore, Staff found that an adjustment to this standard would be required for the applicant to proceed with this plan.

The applicant notes the proposed adjustment would only pertain to the ADA access aisle which is proposed in the easternmost portion of the off-street parking area. This area will not regularly store vehicles or provide maneuvering area like the rest of the off-street parking area since it is intended to provide access to and from vehicles using the ADA parking space and the buildings on site. As such, this area functions more like a pedestrian accessway than a vehicle use area. Finally, the applicant notes the proposed vehicle use area meets the minimum setback to the east property line, providing a landscaped setback which will reduce any potential impact from the proposed adjustment.

Staff concurs with the applicant and finds the proposal will equally or better meet the purpose underlying the standard in question.

- *Adjustment to the Vision Clearance Area for the Proposed Driveway Approach*

The applicant has requested a Class 2 adjustment to allow for alternative vision clearance standards pursuant to SRC 805.015. The applicant's engineer submitted a Driveway Sight Distance Analysis dated April 22, 2021. The Assistant City Traffic Engineer has reviewed this analysis and concurs that the proposal meets the alternative standards pursuant to SRC 805.015. The proposed driveway configuration meets the adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

Staff concurs with the applicant's statement and analysis, and finds the purpose underlying the specific development standard proposed for adjustment is clearly inapplicable to the proposed development.

Staff finds the proposal meets the criterion.

Criterion 2:

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

Finding: The subject property is located within a residential zone. As conditioned, the adjusted interior side setbacks will include screening and landscaping that exceed the standards in the RM-II zone. The adjusted vision clearance area will allow for safe egress from the site in accordance with current AASHTO standards. Proposed landscaping in conjunction with the requested adjustment to allow a portion of the off-street parking area to be located between the new building and the street will minimize the visual impact of on-site parking and enhance the pedestrian experience. Staff finds the proposal meets the criterion.

Criterion 3:

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

Finding: A total of four adjustments have been requested. Pursuant to SRC chapter 514, the purpose of the RM-II zone is to implement the multiple family residential designation of the Salem Area Comprehensive Plan and generally allows multiple family residential uses, along with a mix of other uses that are compatible with and/or provide services to the residential area. The requested adjustments allow for the development of a property with existing physical restraints, including a relatively narrow lot width and an existing single family home which the applicant has proposed to retain in an effort to maintain housing stock. The proposed adjustments allow for a development which is consistent with the overall purpose of the zone.

The following condition of approval shall apply:

Condition 10: The adjusted development standards shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.

5. Analysis of Class 2 Driveway Approach Permit Approval Criteria

The approval criteria for a Class 2 driveway approach permit are found in SRC 804.025(d). Findings for the proposed driveway approach are included below.

Criterion 1:

The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.

Finding: The proposed driveway approach to 40th Place SE meets the standards of SRC Chapter 804 and the 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 approach.

Criterion 3:

The number of driveway approaches onto an arterial are minimized.

Finding: The proposed driveway approach does not access an arterial street. As conditioned, the applicant will be required to remove the portion of an existing driveway approach which accesses Lancaster Drive SE. The proposal meets the standard.

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 approach takes access from 40th Place SE, which is classified as a local street and is the lowest classification of street abutting the property. The proposal meets the standard.

Criterion 5:

The proposed driveway approach meets vision clearance standards.

Finding: As identified within this decision under the findings addressing adjustment approval criteria, the proposed driveway approach meets the PWDS alternative vision clearance requirements set forth in SRC Chapter 805.015.

Criterion 6:

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

Finding: Staff analysis of the proposed driveway approach and the evidence which has been submitted indicate 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 driveway approach and the evidence which has been submitted indicate the proposed driveway approach will not have significant 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 abuts a major arterial street (Lancaster Drive SE) and a local street (40th Place SE). The applicant proposes a new driveway to the lower classification of street. As a result, the existing driveway approach along the Lancaster Drive SE frontage of the subject property shall be closed pursuant to SRC 804.060(a)(4). By complying with the requirements of this chapter, the applicant has minimized impacts from the driveway approach on 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 and public streets. The proposed driveway approach is taken from the lowest classification of street abutting the subject property. The proposal balances the adverse impacts to residentially zoned property with the functionality of adjacent streets.

6. Analysis of Class 1 Design Review Approval Criteria

The purpose of Design Review is to create a process to review development applications that are subject to design review guidelines and design review standards.

SRC 225.005(e)(1) provides that an application for Class 1 Design Review shall be approved if all applicable design review standards are met.

Except as provided under SRC 702.005(b), and unless otherwise provided in the UDC, design review under SRC chapter 225 is required for all multiple family development.

A summary of the applicable design standards of SRC Chapter 702 is included below:

SRC 702.015 – Design Review Standards for Multiple Family Development with Five to Twelve Units.

SRC 702.015(a) – Open Space Standards.

- (1) To encourage the preservation of natural open space qualities that may exist on a site and to provide opportunities for active and passive recreation, all newly constructed multiple family developments shall provide a minimum 20 percent of the gross site area as designated and permanently reserved open space. For the purposes of this subsection, the term "newly constructed multiple family developments" shall not include multiple family developments created through only construction or improvements to the interior of an existing building(s). Indoor or covered recreation space may count toward this open space requirement.

Finding: The subject property is approximately 17,222 square feet in size, requiring a minimum of 3,444 square feet of permanently reserved open space. The proposal calls for 5,505 square feet of open space, or approximately 31 percent of the gross site area. The proposal meets the standard.

- (A) To ensure usable open space, at least one common open space area shall be provided within the development that is at least 500 square feet in size and has a minimum dimension of 20 feet for all sides.

Finding: The proposed site plan shows a common open space in the north-central portion of the property which is 20 feet wide by 25 feet deep. The proposal meets the standard.

- (B) To allow for a mix of different types of open space areas and flexibility in site design, private open space, meeting the size and dimension standards set forth in Table 702-1, may count toward the open space requirement. All private open space must meet the size and dimension standards set forth in Table 702-1.

Finding: The applicant's development plans show 6-foot-wide by 16-foot-long ground-level private open spaces, and 6-foot-wide by 12-foot-long upper floor decks. The proposed private open spaces meet the minimum size and dimension requirements. The proposal meets the standard.

- (C) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection. Example: a 500-square-foot improved open space area may count as 1,000 square feet toward the open space requirement.
- i. Be a minimum 500 square feet in size with a minimum dimension of 20 feet for all sides; and
 - ii. Include at least one of the following types of features:
 - a. Covered pavilion.
 - b. Ornamental or food garden.
 - c. Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
 - d. Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
 - e. Swimming pool or wading pool.

Finding: The proposal does not include an improved open space area. This standard does not apply to the proposed development.

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

Finding: The subject property is not within one-quarter mile of a publicly-owned park. This standard does not apply to the proposed development.

SRC 702.015(b) – Landscaping Standards.

- (1) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:
 - (A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and
 - (B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chainlink fencing with slats shall not be allowed to satisfy this standard.

Finding: The subject property does not abut property that is zoned RA or RS. This standard does not apply to the proposed development.

- (2) Multiple family developments shall comply with the landscaping standards applicable in the underlying zone in which such developments are located.

Finding: The RM-II zone requires setbacks and vehicle use areas to be landscaped in conformance with the standards of SRC chapters 806 and 807. Adherence to these standards are addressed within the site plan review approval criteria findings included in this decision.

SRC 702.015(c) – Site Safety and Security.

- (1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.

Finding: The applicant's development plans show windows provided in each of the proposed habitable rooms, other than bathrooms, providing views of common open space, parking areas, and pedestrian paths. The proposal meets the standard.

- (2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Finding: The applicant has stated the proposed development will include lighting which meets this standard. Full adherence with this standard will be ensured at the time of building permit review.

SRC 702.015(d) – Parking and Site Design.

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

Finding: The applicant has requested an adjustment to this standard due to the proposed location of the access aisle serving an ADA parking space. Findings addressing the approval criteria for an adjustment are included within this decision.

Except where the applicant has requested an adjustment, all proposed off-street surface parking areas and vehicle maneuvering areas are not located between a building and the street.

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

Finding: The proposed site plan shows a network of pedestrian pathways which connect to and between buildings, common open space, and parking areas, and which connects the development to public sidewalks along Lancaster Drive SE and 40th Place SE.

SRC 702.015(e) – Façade and Building Design.

- (1) Where a development site abuts property zoned Residential Agricultural (RA) or Single Family Residential (RS), buildings shall be setback from the abutting RA or RS zoned property as set forth in Table 702-2 to provide appropriate transitions between new buildings and structures on-site and existing buildings and structures on abutting sites.
 - (A) A 5-foot reduction is permitted to each required setback in Table 702-2 provided that the height of the required fence in Sec. 702.015(b)(1)(B) is increased to eight feet tall.

Finding: The subject property does not abut property zoned RA or RS. This standard does not apply to the proposed development.

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

Finding: With the requested adjustment to building setback to the north property line, the subject property has approximately 73 feet of buildable width. This standard does not apply to the proposed development.

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

Finding: The proposal includes one new ground-level unit located with 25 feet of the property line abutting 40th Place SE. The applicant has proposed a building entrance with direct pedestrian access to the adjacent sidewalk in conformance with this standard.

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

Finding: The proposed development includes a shared entry area with a portico which leads to two ground level dwelling units on either side of the proposed 6-unit building. This standard requires that both ground level dwelling units have a porch or architecturally defined entry area. The proposed development plans show one portico between the two ground level dwelling units, along with two covered entries on the rear side of the building which, as proposed, do not satisfy this standard. The following condition of approval shall apply:

Condition 11: Provide a porch or architecturally defined entry area for both ground level dwelling units of the proposed building.

As conditioned, the proposal meets the standard.

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

Finding: The proposed plans do not show roof-mounted mechanical equipment other than vents or ventilators. This standard does not apply to the proposed development.

- (6) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 75 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided. (See SRC Figure 702-1)

Finding: The proposed building does not include a flat roof or roof ridge which exceeds a horizontal length of 75 feet. The proposal meets the standard.

7. Based upon review of SRC Chapters 220, 250, 702, and 804, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

ORDER

Final approval of Class 3 site plan review, Class 2 adjustment, Class 2 driveway approach permit, and Class 1 design review case no. SPR-ADJ-DAP-DR21-13 is hereby **APPROVED** subject to SRC Chapters 220, 250, 702, and 804, the applicable standards of the Salem Revised Code, conformance with the approved development plans included as **Attachment B**, and the following conditions of approval:

- Condition 1:** Remove the existing pavement in the southwest corner of the property and replace with a 10-foot setback along the south property line, landscaped to the Type C standard. The required screening shall meet all applicable vision clearance standards set forth in Salem Revised Code chapter 805.
- Condition 2:** Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE.
- Condition 3:** Construct curb-line sidewalk along the frontage of 40th Place SE.
- Condition 4:** Provide an Option B streetlight to PGE standards along 40th Place SE.
- Condition 5:** Install street trees to the maximum extent feasible along all frontages.
- Condition 6:** Close the existing driveway approach along the Lancaster Drive SE frontage of the subject property.

- Condition 7:** Design and construct a storm drainage system at the time of development in compliance with Salem Revised Code chapter 71 and Public Works Design Standards.
- Condition 8:** A minimum of 31 plant units shall be planted between the proposed apartment building and the north property line.
- Condition 9:** A minimum of 52 plant units shall be planted between the proposed vehicle use area and the south property line.
- Condition 10:** The adjusted development standards shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development standards of the Unified Development Code, unless adjusted through a future land use action.
- Condition 11:** Provide a porch or architecturally defined entry area for both ground level dwelling units of the proposed building.



Brandon Pike, Planner I, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

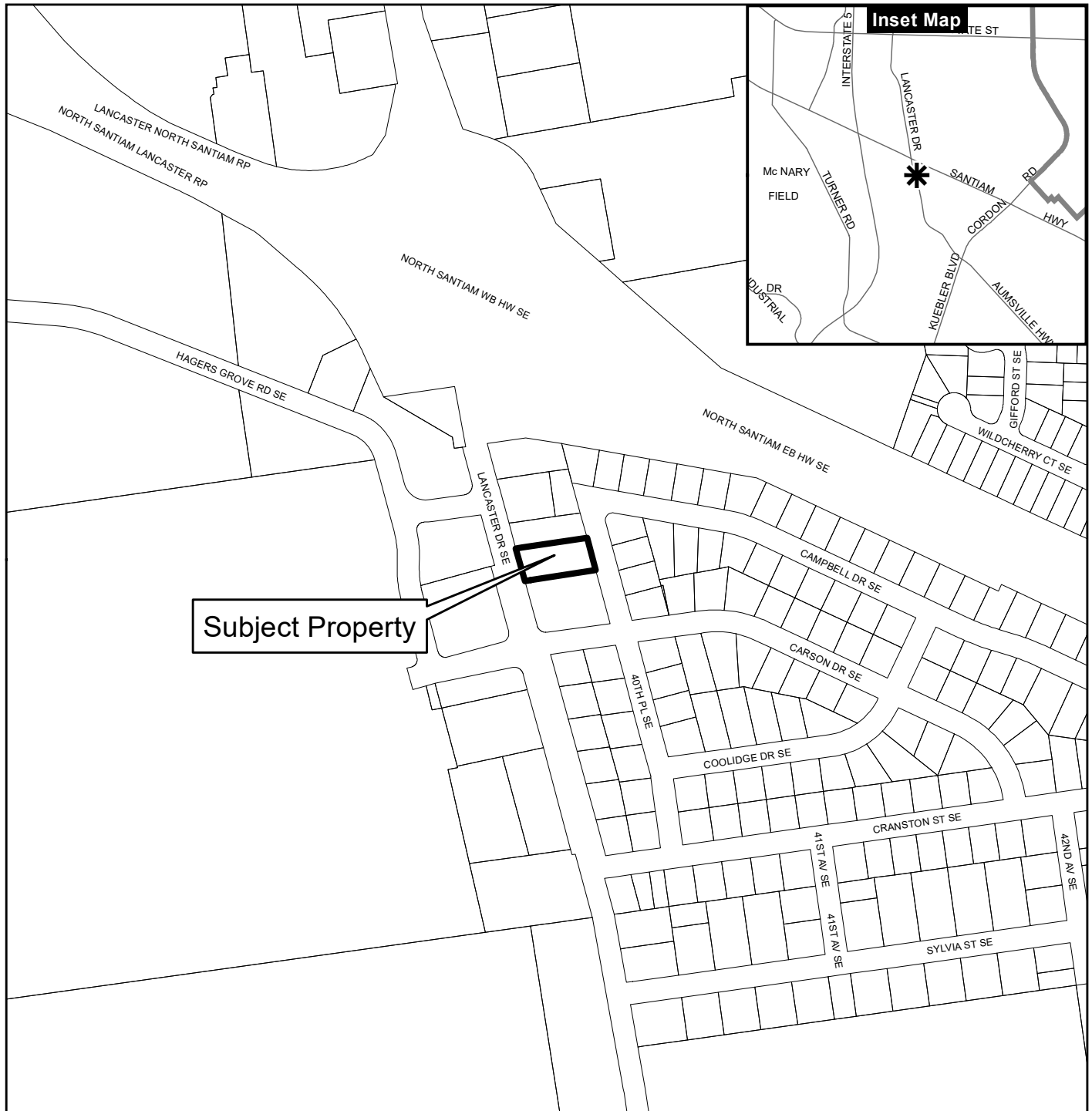
Prepared by Brandon Pike, Planner I

Attachments:

- A. Vicinity Map
- B. Proposed Development Plans
- C. Applicant's Written Statement
- D. Memo from the Public Works Department
- E. Letter from Salem-Keizer Public Schools

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

Vicinity Map 1610 Lancaster Dr SE



Legend

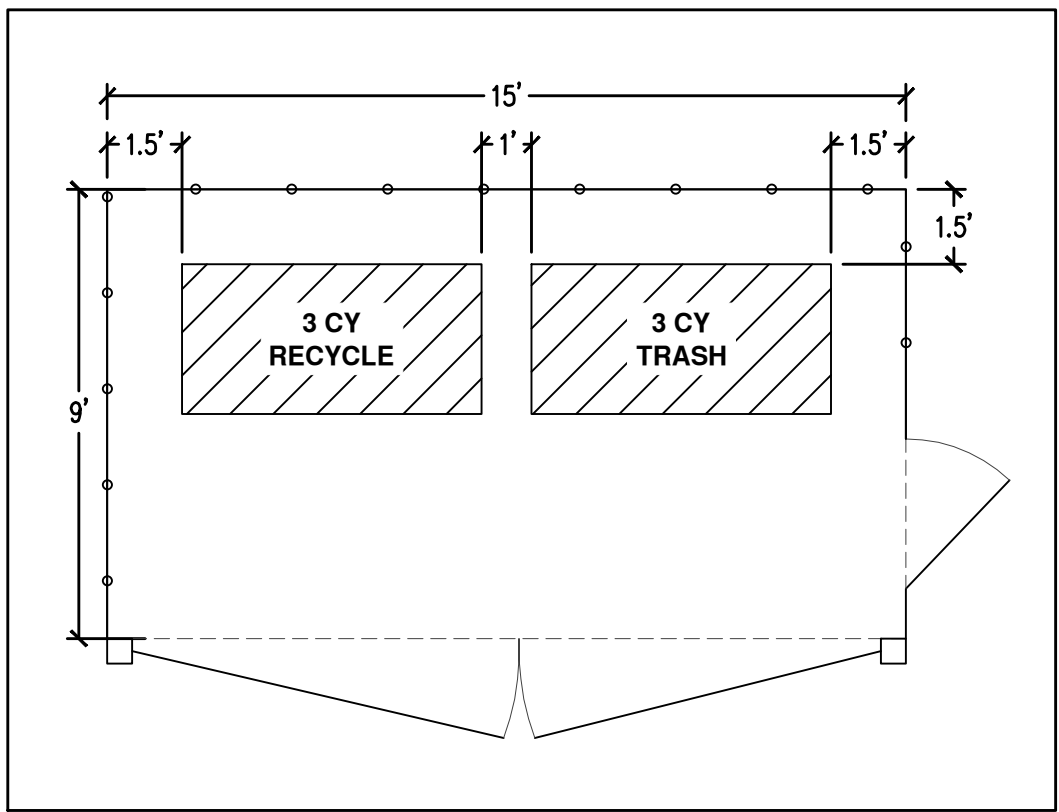
- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools
- Parks

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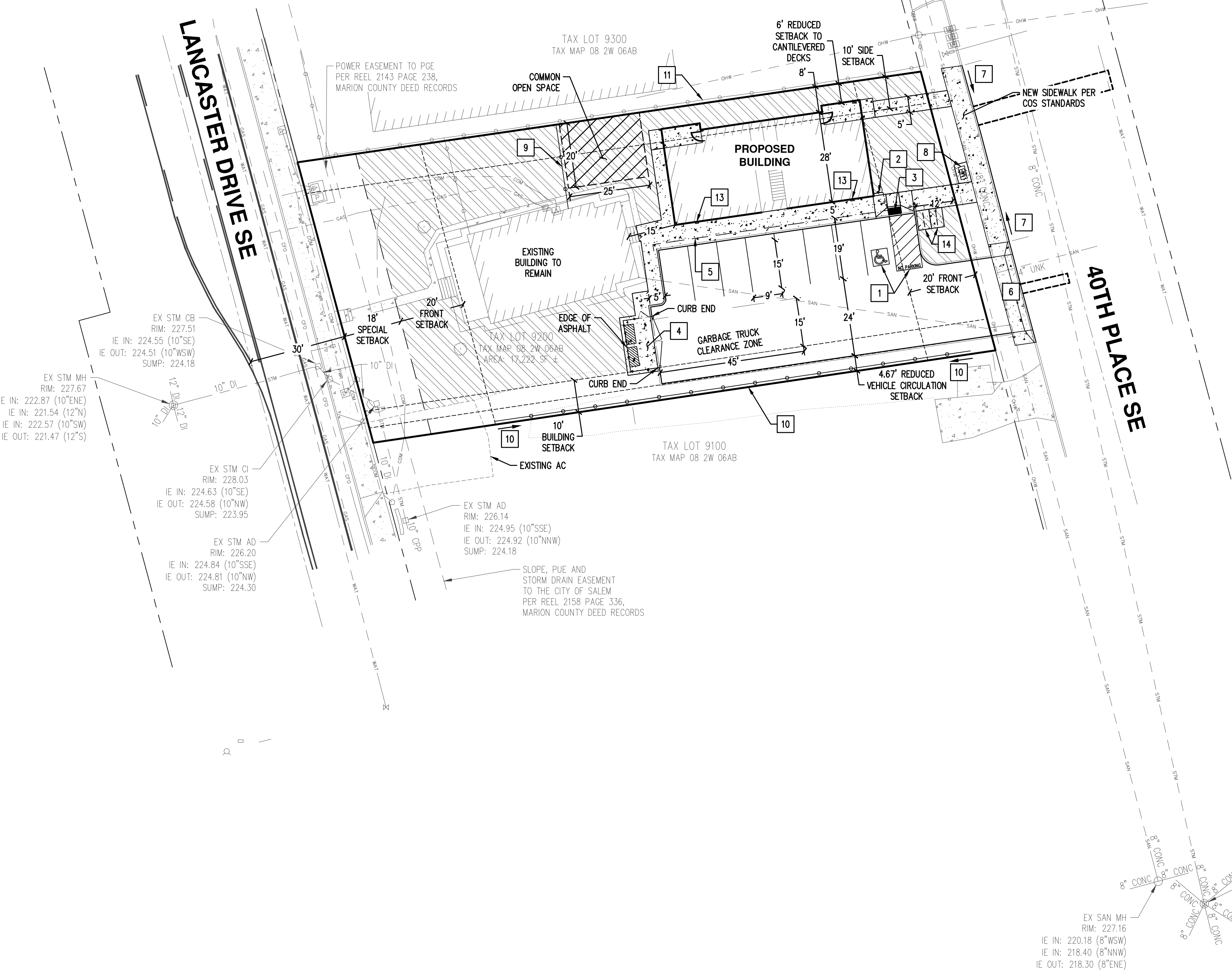
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Community Development Dept.

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TRASH ENCLOSURE DETAIL
NTS

ATTACHMENT B



SITE SUMMARY:

GROSS SITE AREA = 0.40± ACRES (17,222± SF)
ZONE = MULTIPLE FAMILY RESIDENTIAL-II
MINIMUM DENSITY = 12 UNITS/ACRE
MAXIMUM DENSITY = 28 UNITS/ ACRE
PROPOSED DENSITY = 17.5 UNITS/ACRE

BUILDING SUMMARY:

EXISTING BUILDING:
USE = SINGLE FAMILY RESIDENTIAL HOME
GROSS FLOOR AREA = 1,359± SF
HEIGHT = UNKNOWN

PROPOSED BUILDING:
USE = MULTIPLE FAMILY RESIDENTIAL APARTMENT
GROSS FLOOR AREA = 4,428 (1,476 SF/FLOOR)
HEIGHT = 33.5'

LOT COVERAGE SUMMARY:

BUILDING COVERAGE = 3,185± SF
PAVED AREAS (PARKING AND SIDEWALKS) = 5,600± SF
LANDSCAPED AREAS = 8,437± SF
% IMPERVIOUS AREA = 51%
% PERVIOUS AREA = 49%

OPEN SPACE SUMMARY:

COMMON OPEN SPACE REQUIRED = 500 SF WITH 20' MINIMUM DIMENSION
COMMON OPEN SPACE PROVIDED = 500 SF
GROSS OPEN SPACE REQUIRED = 3,445 SF (20% OF GROSS SITE AREA)
GROSS OPEN SPACE PROVIDED = 5,505± SF (31% OF GROSS SITE AREA)

OPEN SPACE LEGEND:

COMMON OPEN SPACE PROVIDED
GROSS OPEN SPACE PROVIDED

PARKING SUMMARY:

OFF-STREET PARKING REQUIRED:
1BR @ 1 SP/UNIT (7 UNITS) = 7 SPACES
TOTAL PARKING REQUIRED = 7 SPACES

OFF-STREET PARKING PROVIDED = 8 SPACES
(INCLUDES 1 ACCESSIBLE STALL AND 2 COMPACT STALLS)

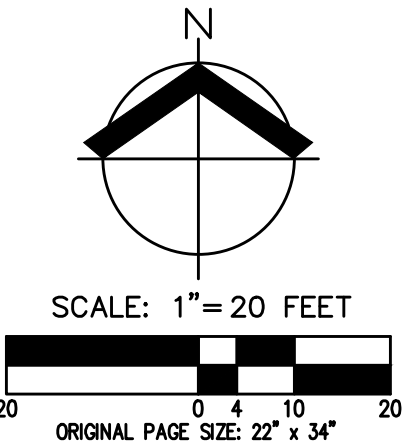
BICYCLE PARKING REQUIRED = 4 SPACES
BICYCLE PARKING PROVIDED = 4 SPACES

SETBACK SUMMARY:

SPECIAL SETBACK (LANCASTER DRIVE) 48' FROM CL = 18'
FRONT SETBACK (LANCASTER DRIVE) = 20'
FRONT SETBACK (40TH PLACE) = 20'
SIDE SETBACKS (NORTH/SOUTH) = 10'
REDUCED SETBACKS:
SIDE SETBACK (NORTH) = 6'
SIDE SETBACK (SOUTH) = 4.67' (VEHICLE CIRCULATION)

KEYED NOTES:

- ACCESSIBLE STALL AND ACCESSIBLE STRIPING
- ACCESSIBLE PARKING SIGN
- PEDESTRIAN CURB RAMP
- TRASH ENCLOSURE
- 2' BUMPER OVERHANG
- COMMERCIAL DRIVEWAY APPROACH PER CITY STANDARDS
- 6' SIDEWALK PER CITY STANDARDS. CURB TO REMAIN
- MAILBOX PER USPS REQUIREMENTS
- 4' CHAIN LINK FENCE
- 6' SITE OBSCURING FENCE 1' NORTH OF PROPERTY LINE
- SITE OBSCURING FENCE AT PROPERTY LINE TO REMAIN
- NOT USED
- WALL PACK LIGHT WITH SHIELDING PER CITY STANDARDS
- STAPLE BIKE RACK ON 6' X 8' CONCRETE PAD

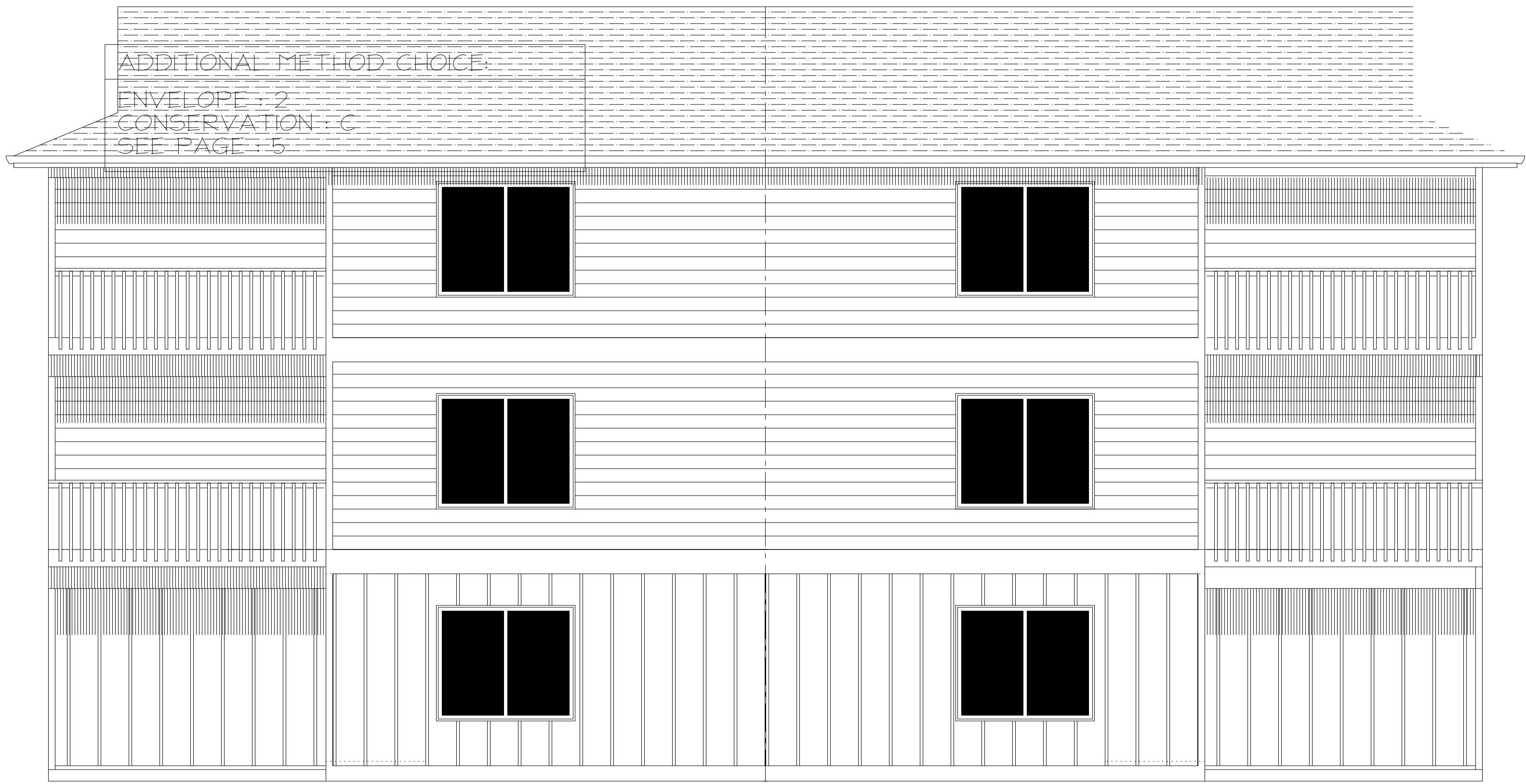


PRELIMINARY SITE PLAN
1610 LANCASTER DR SE
SITE PLAN REVIEW
SALEM, OREGON

REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY
NOT FOR CONSTRUCTION
CAROL C. WALKER
EXPIRES: JUNE 30, 2022
JOB NUMBER: 8106
DATE: 03/22/2021
DESIGNED BY: TDR
DRAWN BY: SLZ/KNU
CHECKED BY: RCW

C100

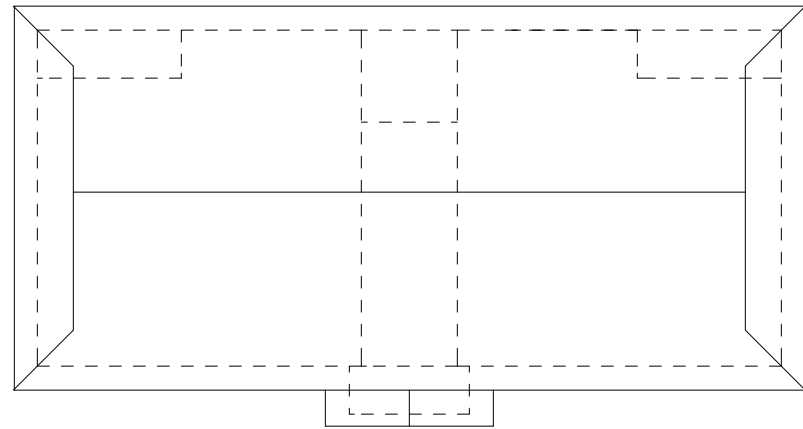
AKS
AKS ENGINEERING & FORESTRY, LLC
3700 RIVER RD N, STE 1
KEIZER, OR 97303
503.400.6028
WWW.AKS-ENG.COM
ENGINEERING • SURVEYING • NATURAL RESOURCES
FORESTRY • PLANNING • LANDSCAPE ARCHITECTURE



NORTH ELEVATION



40TH PL ELEVATION



1ST LEVEL : 708 SQ FT
2ND LEVEL : 708 SQ FT
3RD LEVEL : 708 SQ FT
TOTAL LIVING AREA :

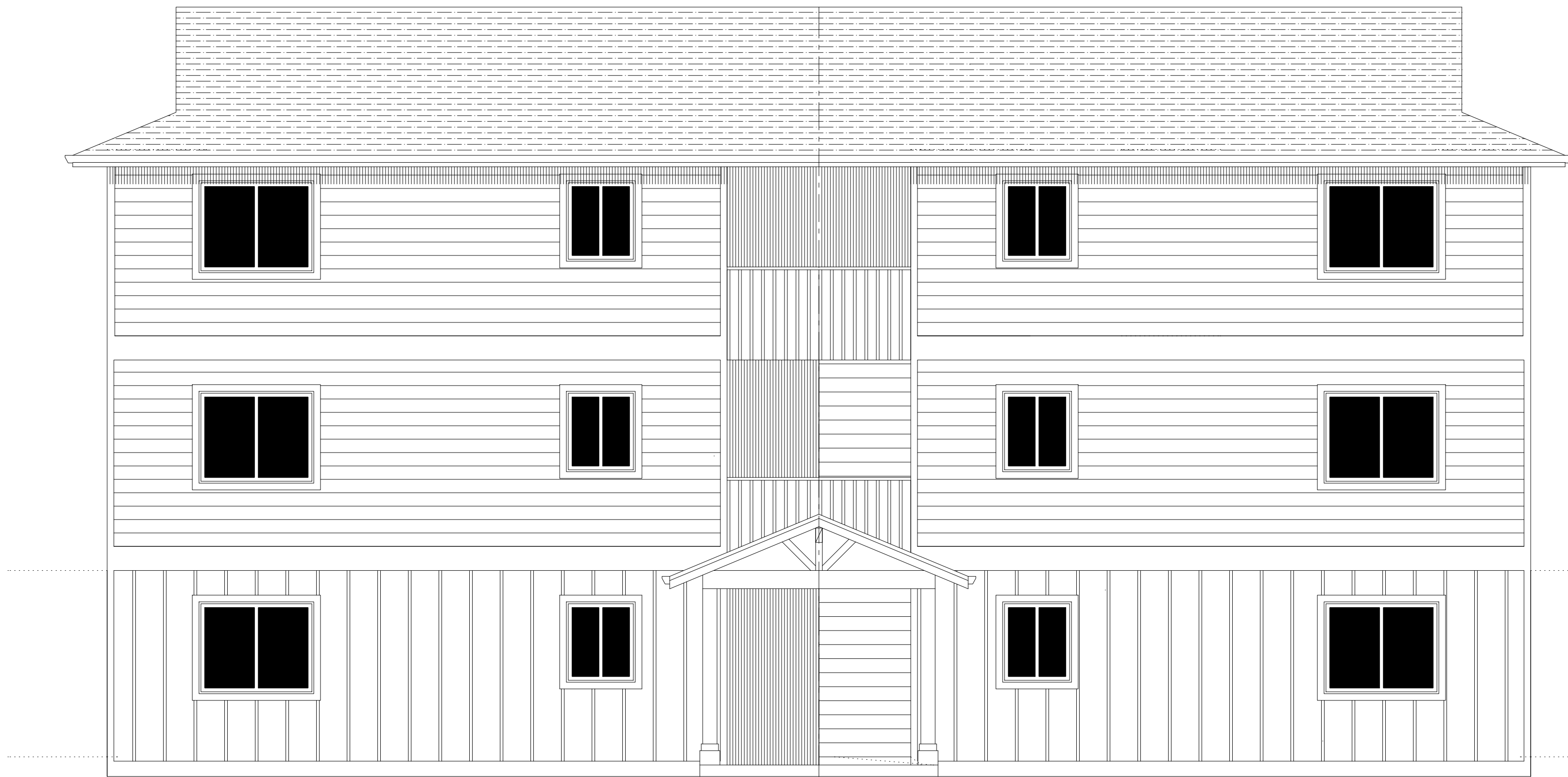
2017 Oregon Residential Specialty Code

EXPOSURE : B
BASIC WIND SPEED : 120 MPH (UWS)
SEISMIC DESIGN CATEGORY : DI

LATERAL DESIGN STANDARDS



WEST ELEVATION



SOUTH ELEVATION

1/4"=1'0"

REVISION	BY

GOOD WELL
CONSTRUCTION
INC. ***
Jordan Schweiger
503-375-6205
CDD# 715065

greg Larson
DRAFTING & DESIGN
289 E Ellendale Ave #402
Dallas, Oregon 97339
Phone (503) 364-8577
Fax (503) 364-3256
E-MAIL: homedezyme@aol.com

ELEVATIONS

RESIDENCE FOR :
ADDRESS : 1610 LANCASTER SE
CITY, STATE : SALEM, OR

DRAWN BY
GIL
CHECKED BY

DATE
10-27-20
SCALE
1/4" = 1'-0"

JOB NO.
5-708-3

SHEET : 1
OF : 5

application for Class 1, Class 2, or Class 3 design review shall include the following:

- (A) A proposed site plan showing:
 - (i) The complete dimensions and setbacks of the lot, and all existing and proposed buildings and structures, including the location, size, height, proposed use, design, and gross floor area of each building.
 - (ii) All existing and proposed walls and fences, including the location, height, type of design, and composition.
 - (iii) The location and design of the existing and proposed on-site pedestrian and vehicle circulation system.
 - (iv) Locations and dimensions of all existing and proposed outdoor storage areas, including, but not limited to, trash collection and recycling areas.
- (B) Architectural drawings, renderings, or sketches showing all elevations of proposed buildings as they will appear on completion.
- (C) A landscape plan showing the location of natural features, trees, and plant materials proposed to be removed, retained, or planted; the amount, height, type, and location of landscaped areas, planting beds, and plant materials and provisions for irrigation.
- (D) A topographic survey and grading plan showing two-foot contour intervals on hillside lots and five-foot contour intervals on all other lots.
- (E) An open space plan showing locations of common and private open space, including active and passive recreational areas. The open space plan shall show the total area of individual classifications of proposed open space and shall be drawn to scale.
- (F) A statement as to whether the application is intended to meet the standards or the guidelines.

Response: Preliminary Plans showing the information required above are included in Exhibit A of this application. The application is intended to meet the standards for multiple family design review. These requirements are met.

- (e) **Criteria.**
 - (1) A Class 1 shall be approved if all of the applicable design review standards are met
 - (2) A Class 2 or Class 3 design review shall be approved if all of the applicable design review guidelines are met.

Response: Findings addressing all the applicable design review standards are included in this narrative. The approval criterion for a Class 1 Design Review is met.

Chapter 250 – Adjustments

250.005. Adjustments.

(a) Applicability.

(1) Classes.

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

Response: Four Class 2 adjustments are included in this application:

1. A reduction to the applicable setback from the abutting residentially zoned property to the north from 10 feet to 6 feet.
2. A reduction to the setback that applies to the vehicular use area along the southern property boundary from 10 feet to 4.67 feet.
3. An Adjustment to modify the vision clearance area to be consistent with the American Association of State Highway and Transportation Officials (AASHTO) standards.
4. An Adjustment to permit the access aisle serving the ADA parking stall.

The included adjustments require modifying the applicable standards by more than 20%. Therefore, these Class 2 adjustments are necessary and included in this application.

- (2) **Prohibition. Notwithstanding subsection (a)(1) of this section, an adjustment shall not be granted to:**
 - (A) Allow a use or activity not allowed under the UDC;
 - (B) Change the status of a use or activity under the UDC;
 - (C) Modify a definition or use classification;
 - (D) Modify a use standard;
 - (E) Modify the applicability of any requirement under the UDC;
 - (F) Modify a development standard specifically identified as non-adjustable;
 - (G) Modify a development standard that contains the word "prohibited";
 - (H) Modify a procedural requirement under the UDC;
 - (I) Modify a condition of approval placed on property through a previous planning action;
 - (J) A design review guideline or design review standard, except Multiple Family Design Review Standards in SRC Chapter 702, which may be adjusted; or
 - (K) The required landscaping in the Industrial Business Campus (IBC) Zone.

Response: The project does not include an adjustment to any of the standards, guidelines, or requirements listed in (A) through (K) above. Adjustment 4 involves adjusting a Multiple Family Design Review Standard as allowed under Subsection (J) above.

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

Response: Three Class 2 adjustments are included in this consolidated application and are being processed as a Type II procedure.

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

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

Response: Preliminary Plans with the applicable information required in (A) through (F) above are included in Exhibit A. This requirement is met.

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

Response: The Existing Conditions Plan is provided in Exhibit A. This requirement is met.

(***)

- (2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:
 - (A) The purpose underlying the specific development standard proposed for adjustment is:
 - (i) Clearly inapplicable to the proposed development; or

Response: Adjustment 4 described above involves an adjustment to SRC 702.015(d)(1) which states:

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

The Applicant maintains that the proposed parking and vehicle maneuvering areas meet the standard because they are located to the side of the building setback area and they are not located between the building and the street.

In the event the City disagrees that the standard is met, the City can find the underlying purpose of the standard is clearly inapplicable to the ADA access aisle because the access aisle provides pedestrian access for the ADA parking space. As shown on the plans, the area in question will be striped and marked “no parking”, and therefore will not be used as a parking space or vehicle maneuvering area. The underlying purpose of the standard is clearly inapplicable to this area.

This criterion is met for Adjustment 4.

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

Response:

The underlying purpose of each of the standards proposed for adjustment are equally or better met by the proposed development as follows:

1. The UDC does not state a specific purpose for the interior side setbacks. However, the Applicant understands that the purpose of the setbacks from the abutting residential property is to maintain light, air, promote a reasonable physical relationship between residences, and provide privacy for neighboring properties.

For the requested adjustment along the northern property line, the adjusted setback equally meets this underlying purpose. The nearest improvement on the property to the north is a private parking area serving a multiple family building. The residences on the neighboring property are located on the western portion of the property. Therefore, the reduced setback will maintain a reasonable physical relationship between residences and provide privacy for both abutting properties. The parking area on the neighboring lot is screened from the Applicant’s property with a 6-foot-high sight obscuring fence and the adjusted 6-foot setback exceeds the standard perimeter setbacks abutting interior lot lines for off-street parking areas and vehicle use areas under SRC 806.035.(c)(3). Furthermore, Table 514-4 identifies a number of building setback requirements in the RM-II zoning district, such as one-, two-, three-, and four-family and accessory structures that require only a 5-foot interior side setback. Therefore, the requested 6-foot setback is reasonable when compared with other building setbacks allowed in the district and will maintain the livability and character of the district. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 1.87 times the minimum required plant units (PU) in the setback area (109.6 PU provided / 58.4 PU required = ± 1.87). The adjusted setback is $\pm 1,168$ square feet in area requiring 58.4 PU to meet the Type C

requirement for 1 PU per 20 square feet of landscape area ($\pm 1,168$ square feet / 20 = 58.4 PU required). Thirty 3 gallon large shrubs @ 2 PU each provide 60 PU. Four large shade trees @ 10 PU each provide 40 PU. 480 square feet of existing lawn provide 9.6 PU. The additional plantings will provide additional screening and buffering to maintain privacy for residents of both properties.

2. For the requested adjustment to the vehicle use area setback along the southern property line, the adjustment equally meets the underlying purpose of the standard. The nearest improvement on the property to the south is also a vehicle use area. Because of the similarity of the two neighboring uses, the adjusted setback will not negatively impact the abutting use and will maintain a reasonable physical relationship between residences on both neighboring properties. The adjusted setback from the interior property line will result in a finished setback that will vary from ± 12 to ± 15 feet from the adjacent vehicle use area on the neighboring lot. Finally, the setback area is planned to be planted with trees and shrubs that will provide ± 1.64 times the minimum required plant units (PU) in the setback area (74.43 PU provided / 45.40 PU required = ± 1.64). The adjusted setback area is ± 908 square feet in area requiring 45.40 PU to meet the Type C requirement for 1 PU per 20 square feet of landscape area (± 908 square feet / 20 = 45.40 PU required). Twenty 3 gallon large shrubs @ 2 PU each provide 40 PU. Four large shade trees @ 10 PU each provide 30 PU. 221 square feet of existing lawn provide 4.43 PU. The adjusted setback area will be screened from the abutting property with a 6-foot-high fence and the additional plantings will provide an additional buffer from the neighboring property.
3. The purpose of the vision clearance triangle is to ensure visibility for vehicular, bicycle, and pedestrian traffic at the intersections of streets, alleys, flag lot accessways, and driveways. The adjustment is included in this application to meet the alternative standard requirements under SRC 805.015. Please refer to the Driveway Sight Distance Analysis in Exhibit F for more information. The adjusted vision clearance areas shown in the included Sight Distance Exhibit in Exhibit F will result in vision clearance areas meeting *AASHTO Policy on Geometric Design of Highways and Streets*.
4. The Applicant understands that the underlying purpose of 702.015(d)(1) is to minimize the visual impact of on-site parking and to enhance the pedestrian experience. The Applicant also understands that this purpose is satisfied when parking and vehicle use areas are not located between the building and the street. The Applicant understands the area between the building and the street to be the area within the front building setback and that the front building setback is measured along a line perpendicular to the front property line extending inward to the building per SRC 112.050. As indicated on the Preliminary Site Plan on sheet C100, the minimum 12-foot setback that applies to the vehicle use area is met. Because the portion of the vehicle use area in question meets the applicable vehicle use area setback, and is located outside

the front building setback, the City can find the standard is met outright. Otherwise, the City can rely on this information to find that the underlying purpose of the standard is met.

Additionally, the underlying purpose of the standard is met because the area in question (the ADA access aisle) is not a parking space that will be used by vehicles and therefore will not generate visual impacts typically associated with a parking space. The purpose of the ADA access aisle is to provide pedestrian access to the ADA space. Therefore, the visual impact will be similar to other pedestrian access areas and will enhance the pedestrian experience consistent with this underlying purpose. Furthermore, any visual impact will be further mitigated by the landscaping shown on the Preliminary Landscaping Plan in Exhibit A, which will screen the ADA access aisle from the street.

This criterion is met.

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

Response: As discussed in the previous response, the adjusted interior setbacks are both planned to include screening and landscaping that exceed the standards in the RM-II zone so the development will not detract from the livability or appearance of the residential area. The adjusted vision clearance area will allow for safe egress from the site in accordance with current AASHTO standards. The adjustment to the ADA access aisle will minimize the visual impact of on-site parking and to enhance the pedestrian experience. This criterion is met.

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

Response: The stated purpose of the RM-II Zone is to implement the multiple family residential designation of the Salem Area Comprehensive Plan. The adjustments will allow the reasonable development of the property with a multiple family residential use at a density that is permitted in the district resulting in a project that is consistent with the overall purpose of the zone and complies with the City's design standards. This criterion is met.

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

Response: The Applicant acknowledges that the adjustments run with the land.

Chapter 514 – RM-II Multiple Family Residential

514.005. Uses.

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

Table 514-1: Uses		
Use	Status	Limitations & Qualifications
Household Living		
Multiple Family	P	

-
- (b) Residential care with three or more self-contained dwelling units 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.

Response: A Class 1 Design Review for the planned 6-plex building is included in this application and findings addressing the multiple family design review standards are provided in the narrative that follows.

Chapter 702 – Multiple Family Design Review Standards

702.005. Multiple family design review.

- (a) Except as provided under subsection (b) of this section, and unless otherwise provided in the UDC, design review under SRC chapter 225 is required for all multiple family development.
- (b) Exceptions. Multiple family design review is not required for:
- (A) Multiple family development within a mixed-use building.
 - (B) Multiple family development within:
 - (i) The Central Business District (CB) Zone.
 - (ii) The South Waterfront Mixed-Use (SWMU) Zone.
 - (iii) The Neighborhood Center Mixed-Use (NCMU) Zone.
 - (iv) The Broadway/High Street Retail Overlay Zone
 - (v) The Broadway/High Street Housing Overlay Zone.
 - (vi) The General Retail/Office Overlay Zone.
 - (vii) The Front Street Overlay Zone.
 - (viii) The Riverfront High Density Residential Overlay Zone.
 - (ix) The Riverfront Overlay Zone.
 - (x) The Salem Downtown Historic District.
 - (xi) The Public and Private Health Services (PH) Zone.
 - (xii) The Mixed Use-I (MU-I) Zone
 - (xiii) The Mixed Use-II (MU-II) Zone
 - (xiv) The West Salem Central Business District Zone

Response: None of the exceptions listed in (i) through (xiv) above apply. Multiple family design review is required and included in this application.

702.010. Multiple family design review design review standards.

Multiple family development shall comply with all of the applicable design review standards as follows:

- (a) Multiple family development with five to 12 dwelling units shall comply with the design review standards set forth in SRC [702.015](#) or the design review standards set forth in SRC [702.020](#).
- (b) Multiple family development with 13 or more dwelling units shall comply with the design review standards set forth in SRC [702.020](#).

- (c) The design review standards set forth in this chapter are in addition to, and not in lieu of, all other applicable development standards in the UDC. Where the design review standards conflict with the development standards in the UDC, the design review standards shall be the applicable development standard.

Response: The project involves multiple family development consisting of a total of seven dwelling units. Findings are included below that demonstrate that the planned development complies with all the applicable design standards for multiple family development with 5 to 12 dwelling units and therefore meets the approval criteria for a Class 1 Design Review.

702.015. Design review standards for multiple family development with five to twelve units.

(a) Open space standards.

- (1) To encourage the preservation of natural open space qualities that may exist on a site and to provide opportunities for active and passive recreation, all newly constructed multiple family developments shall provide a minimum 20 percent of the gross site area as designated and permanently reserved open space. For the purposes of this subsection, the term "newly constructed multiple family developments" shall not include multiple family developments created through only construction or improvements to the interior of an existing building(s). Indoor or covered recreation space may count toward this open space requirement.

- (A) To ensure usable open space, at least one common open space area shall be provided within the development that is at least 500 square feet in size and has a minimum dimension of 20 feet for all sides.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. This standard does not prohibit this area from being located in a required setback, nor does it prohibit the landscaping within this area shown on the Preliminary Plan. This standard is met.

- (B) To allow for a mix of different types of open space areas and flexibility in site design, private open space, meeting the size and dimension standards set forth in Table 702-1, may count toward the open space requirement. All private open space must meet the size and dimension standards set forth in Table 702-1.

Table 702-1 Private Open Space Size and Dimensions		
Location of Dwelling Units	Minimum Open Space Area Size	Minimum Dimension
Not more than 5 feet above finished grade	96 sq. ft.	6 ft.
More than 5 feet above finished grade	48 sq.ft.	6 ft.

Response: The project provides common open space on $\pm 30\%$ of the site. The project does not rely on private open space meeting these dimensional requirements to meet the open space requirements. Therefore, these dimensional requirements do not apply to the decks and patios shown on the plans. Nevertheless, the project includes decks on the upper units that are 72 square feet (12 feet x 6 feet) in area and ground level patios that are 96 square feet (16 feet x 6 feet) in area. These standards do not apply.

-
- (C) To encourage active recreational opportunities for residents, the square footage of an improved open space area may be counted twice toward the total amount of required open space, provided each such area meets the standards set forth in this subsection. Example: a 500-square-foot improved open space area may count as 1,000 square feet toward the open space requirement.
- (i) Be a minimum 500 square feet in size with a minimum dimension of 20 feet for all sides; and
 - (ii) Include at least one of the following types of features:
 - a. Covered pavilion.
 - b. Ornamental or food garden.
 - c. Developed and equipped children's play area, with a minimum 30-inch tall fence to separate the children's play area from any parking lot, drive aisle, or street.
 - d. Sports area or court (e.g., tennis, handball, volleyball, basketball, soccer).
 - e. Swimming pool or wading pool.

Response: This project includes seven units. Therefore, a common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

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

Response: A common open space area of at least 500 square feet is provided, as shown on the Preliminary Site Plan in Exhibit A. The applicable open space standards are met, and the project does not need to use this option to meet applicable standards. This standard is met.

(b) Landscaping standards.

- (1) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:
 - (A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and
 - (B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chainlink fencing with slats shall not be allowed to satisfy this standard.

Response: The development site does not abut property that is zoned Residential Agricultural (RA) or Single Family Residential (RS). The provisions under this section do not apply.

- (2) Multiple family developments shall comply with the landscaping standards applicable in the underlying zone in which such developments are located.

Response: This project is located in the RM-II zoning district. As shown in the Preliminary Landscape Plan in Exhibit A, the side and vehicle use area setbacks are planned with landscaping that exceeds the Type C landscaping and screening standard required in the RM-II zoning district. This standard is met.

(c) Site safety and security.

- (1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.
- (2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development.

Response: As shown in the floor plans and elevations in Exhibit A, windows are provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths. Lighting is planned to be provided with wall mounted fixtures to illuminate exterior dwelling entrances, parking areas, and pedestrian paths as indicated on the plans. These standards are met.

(d) Parking and site design.

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

Response: As shown on the Preliminary Site Plan in Exhibit A, the on-site parking areas are planned to be located beside the building when viewing the building from the street. The plan shows the off-street surface parking areas and vehicle maneuvering areas are not located between a building or structure and a street. This standard is met.

The City has requested that the Applicant submit an Adjustment to meet this standard

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

Response: Pedestrian pathways are planned to be provided that connect to and between buildings, common open space, the parking area, and the public sidewalks, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

(e) Façade and building design.

- (1) Where a development site abuts property zoned Residential Agricultural (RA) or Single Family Residential (RS), buildings shall be setback from the abutting RA or RS zoned property as set forth in Table 702-2 to provide

appropriate transitions between new buildings and structures on-site and existing buildings and structures on abutting sites.

- (A) A 5-foot reduction is permitted to each required setback in Table 702-2 provided that the height of the required fence in [Sec. 702.015\(b\)\(1\)\(B\)](#) is increased to eight feet tall.

Response: This project does not abut property zoned Residential Agricultural (RA) or Single Family Residential (RS). This standard does not apply.

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

Response: The total site width is ±89 feet. The adjusted building setback along the north interior property line reduces the buildable width by 6 feet. The building setback along the south interior property line reduces the buildable width by 10 feet. Table 806-4 requires a minimum driveway width of 22 feet for this project, thereby reducing the buildable width by another 22 feet. The net buildable width of the site along 40th Place SE is 51 feet (89 feet – 6 feet – 10 feet – 22 feet = 51 feet). The site has less than 75 feet of buildable width. Therefore, this standard does not apply.

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

Response: The ground unit closest to 40th Place SE includes an entrance facing 40th Place SE with a direct pedestrian access to the adjacent sidewalk, as shown on the Preliminary Site Plan in Exhibit A. This standard is met.

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

Response: The project includes two ground level dwelling units. Each of these ground level dwelling units has two architecturally defined entry areas. The entry areas for the ground level dwelling units on the north side of the building are architecturally defined with covered forecourt areas that will function as patios and/or porches for residents and define the entry areas for visitors. Additional architectural definition can be provided for these entries as necessary to meet this standard.

The other two entryways to the two ground level dwelling units are defined with a common entryway that is articulated with a differentiated common portico, as shown on the Building Elevations in Exhibit A. The proposal exceeds the requirements under this standard for the ground floor level dwelling units.

The standard is ambiguous as to whether it is intended to apply to the upper-level dwelling units, in addition to the ground floor units stated in the standard. Nevertheless, staff can find the common entryway shown on the plans, that is articulated with a differentiated portico (shown on the south elevation in the plans), is permissible at the



MEMO

TO: Brandon Pike, Planner, I
Community Development Department

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

DATE: June 24, 2021

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DAP-DR21-13 (21-101664-RP)
1610 LANCASTER DRIVE SE
SIX-UNIT APARTMENT BUILDING**

PROPOSAL

A consolidated Class 3 Site plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for vision clearance for the development of a new apartment building with associated site improvements. The subject property is approximately 0.40 acres in size, zoned RM-II (Multiple Family Residential-II), and located at 1610 Lancaster Drive SE (Marion County Assessor map and tax lot number(s): 082W06AB / 09200).

RECOMMENDED CONDITIONS OF APPROVAL

1. Convey land for dedication to equal a half-width right-of-way of 48 feet on the development side of Lancaster Drive SE.
2. Construct curb line sidewalk along the frontage of 40th Place SE.
3. Provide an Option B streetlight to PGE standards along 40th Place SE.
4. Install street trees to the maximum extent feasible along all frontages.
5. Close the existing driveway approach along the Lancaster Drive SE frontage of the subject property.
6. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

FACTS

Streets

1. Lancaster Drive SE

- a. Standard—This street is designated as a Major Arterial street in the Salem TSP. The standard for this street classification is a 68-foot-wide improvement within a 96-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 50-foot improvement within a 68-foot-wide right-of-way abutting the subject property.

2. 40th Place SE

- a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 34-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. A 10-inch storm main is located within an easement (R2158 P336) along the western boundary of the subject property.
- b. An 8-inch storm main is located in 40th Place SE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. There are 8-inch water mains located in Lancaster Drive SE and 40th Place SE.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in 40th Place SE.

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 or hydric soils.

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 right-of-way along the frontage of Lancaster Drive SE does not meet current standards for its classification of street pursuant to the Salem TSP. The applicant shall convey for dedication a half-width right-of-way of 48 feet to Major Arterial street standards as specified in the PWDS.

The existing street condition along the frontage of Lancaster Drive SE is fully urbanized and lacks only street trees. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS. Lancaster Drive SE is authorized as an Alternative street under SRC 803.065(a)(2) because the improvement was fully developed to standards that were in place at the time of original construction.

The existing right-of-way along the frontage of 40th Place SE meets the current right-of-way standards for its classification of street pursuant to the Salem TSP; therefore, no additional right-of-way is required along this frontage. The existing street condition along the frontage of 40th Place SE is underimproved as defined in SRC 803.005. The street frontage is currently lacking sidewalk, streetlights, and street

trees. Street standards require that sidewalks shall be located parallel to and one foot from the adjacent right-of-way per SRC 803.035(l)(2)(A); however, to meet the vision clearance standard set forth in SRC Chapter 805, the sidewalk along 40th Place SE may be located along the curb line pursuant to SRC 803.035(l)(2)(B). A streetlight is required to be provided along 40th Place SE pursuant to SRC Chapter 803. The streetlight should be an Option "B" streetlight to PGE standards and may be placed on an existing pole. The applicant shall install street trees to the maximum extent feasible pursuant to SRC 86.015(e) and in accordance with PWDS.

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 applicant proposes to construct a driveway approach onto 40th Place SE to provide for safe turning movements into and out of the property.

Pursuant to SRC 804.060(a)(4), the applicant shall close the existing driveway approach along the Lancaster Drive SE frontage of the subject property and construct curb and sidewalk in accordance with PWDS. The sidewalk may remain at curb-line pursuant to SRC 803.035(l)(2)(B).

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 proposes connections to existing storm, sewer, and water infrastructure in 40th Place SE.

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 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 to 40th Place SE meets the standards for SRC Chapter 804 and PWDS.

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

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

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

Finding—The proposed driveway does not access 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 Alternate vision clearance requirements set forth in SRC Chapter 805.015. See Adjustment findings below.

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

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate 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 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 property abuts a Major Arterial street (Lancaster Drive SE) and a Local street (40th Place SE). The applicant is proposing a new driveway to the lower classification of street. As a result, the existing driveway approach along the Lancaster Drive SE frontage of the subject property shall be closed pursuant

to SRC 804.060(a)(4). By complying with the requirements of this chapter, the applicant has minimized impacts to the functionality of 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 driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

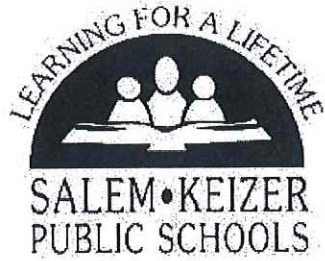
Analysis of the proposed Class 2 adjustment based on relevant criteria in SRC 250.005(d)(2) is as follows:

Criteria—The purpose underlying the specific development standard proposed for adjustment is:

1. Clearly inapplicable to the proposed development; or
2. Equally or better met by the proposed development.

Finding—The applicant is requesting a Class 2 adjustment to allow for alternate vision clearance standards pursuant to SRC 805.015. The applicant's engineer submitted a Driveway Sight Distance Analysis dated April 22, 2021. The Assistant City Traffic Engineer has reviewed this analysis and concurs that the proposal meets the alternative standards pursuant to SRC 805.015. The proposed driveway configuration meets the adjustment criteria by allowing for turning movements and traffic safety equal to what would be accomplished by meeting the development standard.

Prepared by: Matt Olney, Program Manager
cc: File



ATTACHMENT E

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Christy Perry, Superintendent

May 18, 2021

Brandon Pike
Planning Division, City of Salem
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Salem OR 97301

RE: Land Use Activity Case No. SPR-ADJ-DAP-DR21-13, 1610 Lancaster Dr. SE

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

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

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

School Name	School Type	Grades Served
Miller	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
Miller	Elementary	407	387	105%
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	6	MF	0.201	1
Middle	6	MF	0.077	0
High	6	MF	0.084	1

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
Miller	Elem.	407	2	1	3	387	106%
Houck	Mid.	1,052	32	0	32	1,224	89%
North Salem	High	2,076	37	1	38	2,248	94%

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
Miller	Elementary	Eligible for School Transportation
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	1	\$60,840	\$60,840
Middle	0	\$72,735	\$0
High	1	\$84,630	\$84,630
TOTAL			\$145,470

Table 6

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

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