

10/26/2021

Pamela Cole  
Planner II  
City of Salem Community Development Department  
555 Liberty St SE, Suite 305  
Salem, OR 97301

Dear Pamela:

Below are the applicant's responses to select agency and public comments received during the notice period of October 5, 2021 and October 19, 2021:

#### ODOT Comments

**From:** KNECHT Casey <Casey.KNECHT@odot.state.or.us>

**Sent:** Tuesday, October 19, 2021 4:11 PM

**To:** Pamela Cole

**Subject:** ODOT Comments for City of Salem Case No. SPR-ADJ21-25 - Martin

Pamela,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the proposal at 2499-2551 Wallace Rd NW in Salem. Please include these comments in the public record and notify ODOT of the decision by sending a copy to [odotr2planmgr@odot.state.or.us](mailto:odotr2planmgr@odot.state.or.us) when available.

The site is adjacent to Salem-Dayton Highway, No. 150 (OR-221), and is subject to state laws administered by ODOT. The site currently has three highway approaches:

- MP 18.79 serving TL 1301; permitted in 1980 for five residences (Permit #26694)
- MP 18.85 serving TL 1101; presumed to be permitted for one residence
- MP 18.87 serving public right-of-way between TL 1101 and 1000

The site plan shows an internal connection with a neighboring property, which would result in an additional highway approach to serve the site:

- MP 18.92 serving TL 10000; permitted in 2020 for 48 apartments and 11,250 sq.ft of office/retail (Permit #57359)

**The proposal to construct 189 additional apartments will trigger a Change of Use (OAR 734-051) and will require the applicant to obtain new approach permits from ODOT at MP 18.79 and 18.92.** The site plan shows that the approaches at MP 18.85 and 18.87 will be closed. These will need to be replaced with standard curb, gutter, and sidewalk. The approach at MP 18.79 appears to be between 16 and 20 feet in width. This will likely not be wide enough to adequately serve the new use of the site. Rebuilding the approach to 24' would be appropriate for the use and the right-in right-out turning limitations due to the raised median in the highway.

ODOT generally defers frontage improvements to the city. If the city requires new sidewalk along any portion of the highway frontage aside from the closed approaches, the applicant will need to rebuild the sidewalk to current ODOT standards. The frontage work can be included under the same permits as the approaches. Please contact me with any questions and to start the permitting process.

**Casey Knecht, P.E.**

**Development Review Coordinator | ODOT Region 2**

503-986-5170 | [casey.knecht@odot.state.or.us](mailto:casey.knecht@odot.state.or.us)

**Applicant Response: Applicant acknowledges the above comments regarding the need to obtain a change of use and new approach permits for the proposed use from ODOT. The proposed northern driveway will be rebuilt to a dimension of 24 feet in width to meet City of Salem driveway approach standards.**

**Cherriots Comments:**

**DATE:** Wednesday, October 6, 2021

**CASE/APP NUMBER:** Class 3 Site Plan Review / Class 2 Adjustment Case No. SPR-ADJ21-25

**PROPERTY LOCATION:** 2499, 2501, 2519, 2539, and 2551 Wallace Rd NW, Salem OR 97304

**CASE MANAGER:** Pamela Cole, Planner II, City of Salem Planning Division

**Email:** [pcole@cityofsalem.net](mailto:pcole@cityofsalem.net)

**COMMENTS FROM:** Jolynn Franke, Transit Planner I, Cherriots Planning Department

**Email:** [planning@cherriots.org](mailto:planning@cherriots.org)

**COMMENTS:** Cherriots would support a pedestrian/bicycle connection from the proposed development to La Jolla Dr NW as the closest transit stop is located on Riverbend Rd NW at La Jolla Dr NW (see map). Sufficient lighting should be provided for the pedestrian/bicycle connection as well as clear way-finding signage. However, in general, Cherriots is opposed to large multi-family developments constructed off of the Core Network corridors (see attached Core Network Policy), such as this one, because non-Core Network corridors are typically the more difficult areas for large buses to navigate resulting in less frequent and less attractive transit service. Due to traffic speeds and roadway configuration, this section of Wallace Rd NW is not a safe place to locate transit stops, again making public transit a less attractive option to residents. As identified in section 3 of the Salem Congestion Relief Task Force - Final Report: "Existing traffic congestion is directly related to vehicle flows to, from, and across the Center Street and Marion Street bridges. During morning and evening commutes, traffic on the bridges nears or exceeds capacity in many areas. This produces long vehicle queues on **Wallace Road**, Highway 22, and Glen Creek Road leading to the Center Street Bridge in the peak morning traffic commuting hours. In the evening peak traffic commuting hours, Commercial Street, Marion Street, and Front Street leading to the Marion Street Bridge are also congested with long vehicle queues". Cherriots would suggest limiting the number of parking spaces within the development to the required number of 204 and increasing the number of bicycle parking from 24 to 48 as a way to mitigate the impact this development would have on the already existing congestion problems on Wallace Rd NW.

**Applicant Response:** The proposed development provides a much-needed housing option for the City of Salem which has a deficit of multi-family housing to meet demand. Pathway lighting will be provided along the pedestrian connection between the proposed development and La Jolla Drive NW that would lead to the bus stop on Riverbend Rd.

The proposed off-site parking was carefully planned to be within the minimum and maximum parking. Considering these are two-bedroom units, it is expected that most of the units would be rented by tenants with two vehicles. To balance the city zoning code requirements and tenant demand, it was determined that 282 parking spaces was the minimum needed. This is 75 fewer parking spaces than the maximum allowed based on a total of 189 units.

The property is currently zone MU-II and multi-family development is an allowed use and the application demonstrates clear and objective standards.

**TO:** Pamela Cole, Case Manager

**RE:** Case No. SPR-ADJ-25

2499, 2501, 2539, 2551 Wallace Rd NW

189 Unit Multi Family Development

**FR:** Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

Per the proposed conditions:

*(1) Increase the maximum building setback adjacent to Wallace Road NW from 10 feet to 12 feet;*

*(2) Increase the maximum setback adjacent to La Jolla Drive NW from 10 feet to approximately 37 feet;*

*(3) Reduce building setbacks from 10 feet to 0 feet abutting internal property lines so that the buildings may cross existing internal property lines in anticipation of a future property boundary verification.*

*(4) Reduce vehicle use area setbacks from 10 feet to 0 feet abutting existing internal property lines;*

*(5) Reduce the street frontage requirement from 16 feet to 0 feet to allow development on 2501 Wallace Road NW, which is currently landlocked;*

*(6) Reduce the minimum required building frontage along Wallace Road NW from 50 percent to 0 percent.*

Regarding conditions 5 & 6 and all traffic related impacts to Wallace Road, we request that the traffic impacts to Wallace Road be specifically addressed in light of traffic as of today. Previous WSNA filings on an earlier phase of this project raised key transportation issues. Wallace road does not meet V/C mobility standards and as such any additional traffic has impacts. We recognize that this is currently zoned multi family; however, we request that traffic impacts, connectivity from the project to adjacent streets including Wallace Road, and emergency vehicle flow be part of staff's review and analysis. If additional conditions are needed to implement those cited above, we ask that these be discussed with the WSNA further before filing of staff's report. A careful look at the landlocked lot and its inclusion here needs to be addressed as this was not part of the original zone change for this area.

Respectively,

Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

**Applicant Response:** To be clear, the italicized text above is related to adjustments requested by the applicant and not proposed conditions of approval by City of Salem Staff. A traffic study has been

**completed by the applicant during the comprehensive plan and rezone of four (4) of the subject properties included in this application. ODOT has placed a trip cap on the subject properties and the proposed development will be under that threshold according to current ITE trip generation numbers for multi-family developments.**

From: Bobby Van Kleek <pastor\_bobby@comcast.net>

Sent: Thursday, October 14, 2021 1:48 PM

To: Pamela Cole

Subject: Class 3 Site Plan Review / Class 2 Adjustment Case No. SPR-ADJ21-25

CASE MANAGER: Pamela Cole, Planner II, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 5035402309; E-Mail: pcole@cityofsalem.net.

PLEASE CHECK THE FOLLOWING THAT APPLY:

XXXXX 2. I have reviewed the proposal and have the following comments:

Here is my comment towards the proposal.

I am not opposed to apartment buildings. I grew up most of my life living in apartment buildings and I know firsthand of their importance for families.

How much vehicle traffic will this add to an already congested roadway? In my opinion, West Salem is long due another roadway which will alleviate the congestion moving south towards our only bridge across the Willamette river.

Again, I'm all for apartments. I really question the timing of adding so many units when traffic is already terrible at times. We need another road/bridge helping disperse traffic before we keep adding vehicles to a problematic system.

Thank you for allowing me to share my thoughts.

**Applicant Response: Thank you for taking the time provide your comments. Based on the Institute of Transportation Engineers (ITE) land use code 221 for Multi-family Housing (Mid Rise), the proposed additional vehicle trips by including 189 multi-family apartments would be:**

**Total trips per day: 1,028**

**AM weekday peak: 64**

**PM weekday peak: 82**

**Keep in mind, the owner/developer will pay substantial traffic system development charges, among many other fees, that help offset the impact of the development. It is then up to the city decision-makers to use money collected from those fees efficiently and effectively to study, plan, and build the rest of the City's infrastructure to meet growth demands.**

Comments from Mr. & Mrs. Michael Watson

The oak that is over 100 years old needs to stay! There are other means and ways to put traffic through to Wallace Rd. Scott Martin has a very plannable, workable objective. Stay w/it!

**Applicant Response:** Thank you for the comments. We agree the oak tree directly in front of La Jolla Drive NW is significant and should be preserved.

Comments from Meg Olson

ER exits needed to Brush College Rd to ease traffic congestion on Wallace at Rush Hr. La Jolla drive another exit. Building 6 too close to Wallace, maximize setbacks to Wallace + La Jolla to leave street frontage alone at 10' + 50%. Allow room for charging electric cars! Plant maximum trees, outdoor play area? Bus stop? What is RD zone? Recreation?

**Applicant Response:** Thank you for taking the time to provide comments. There is through access to the development to the south that would allow emergency vehicles to either make a full loop through the site back Wallace Rd or continue south to Riverbend Rd. The MU-II zone has maximum setbacks from the frontage street, Wallace Rd. We are already asking for an increased setback due to an existing easement along Wallace Rd. Applicant will consider electric vehicle charging stations in the final design. The number of trees planted on site is above the minimum. The RD zone is the "Duplex Residential" zone. This area will be solely used for stormwater management. The closes bus stop is at the corner of Riverbend Rd and La Jolla Drive. Cherriots has commented that they do not wish to put any bus stops along Wallace Rd.