

## **Coburn Apartments**

### **Class 3-Site Plan Review**

**October 21, 2021**

#### **SRC 220.005(f)(3) Class 3 Site Plan Review Criteria:**

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

**Applicant Findings:** The applicant is requesting to meet all Design Review Standards, except the following standards:

Adjustments Requested:

SRC 702.020(e)(2) Façade and Building Design

SRC 702.020(e)(4) Façade and Building Design

SRC 702.020(e)(5): Façade and Building Design

Therefore, the applicant will meet the Guidelines for those requirements.

All standards and guidelines have been addressed and met as outlined within this narrative and on the site plans.

The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

There are required streets that run through the development. However, the entire development will be owned by the same owner and will share all amenities.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

All applicable standards and guidelines have been outlined below and on the attached site plans.

#### **Multi-Family Residential (RMII) Chapter 514**

Density (Sheet SDR3): The site being developed is 8.60 acres in size. Development in an RMII zone shall meet a minimum of 12 dwelling units and shall not exceed 28 dwelling units. Therefore, the site shall be developed with a minimum of 103 and allowed to have a maximum of 241 units. As shown on the site plan, there are 200 units proposed on the property.

The development is in compliance with the minimum and maximum density requirements.

Setbacks: Setbacks are shown on the tentative plan:

North: Building 10: 35-foot setback/Parking: 10-foot setback; (RA-vacant land)

Building 1: 34-foot setback

East: Buildings 1, 2, 3 and 19: 20 to 31-foot setback/Parking: 10-foot setback;  
(RA-vacant land)

Building 17: 20-foot setback/Parking: 10-foot setback (Adjacent O Street)

South: Buildings 3 and 16: 20-foot setbacks (Adjacent P Avenue)  
Building 17: 17 to 22-foot setback (RA-vacant land)  
Buildings 18 and 19: 19 to 23-foot setback (Adjacent Kuebler Blvd)  
West: Buildings 10 and 11: 20-foot setback (Adjacent M Street)  
Buildings 12, 13, 14, 15, and 16: 20-foot setback (Adjacent O Street)  
Building 18: 14-foot setback (RA-vacant land)  
Building 17: 27-foot setback (RA-vacant land)

Maximum Height (See Building and Floor Plans): Maximum building height allowed in the RMII area is 50'. All proposed buildings are in compliance with the requirements of the Code.

- \*Building 1 is 39.1 feet in height (measured to the highest point).
- \*Building 2 is 40.7 feet in height (measured to the highest point)
- \*Building 3 is 39.1 feet in height (measured to the highest point)
- \*Building 4 (Recreation Building) is 27.2 feet in height (measured to the highest point)
- \*Building 5 is 40 feet in height (measured to the highest point).
- \*Building 6 is 40 feet in height (measured to the highest point).
- \*Building 7 is 40.7 feet in height (measured to the middle of the gable).
- \*Building 8 is 40.7 feet in height (measured to the highest point)
- \*Building 9 is 40.7 feet in height (measured to the highest point)
- \*Building 10 is 40.7 feet in height (measured to the highest point)
- \*Building 11 is 40.7 feet in height (measured to the highest point)
- \*Building 12 is 40.7 feet in height (measured to the highest point)
- \*Building 13 is 40 feet in height (measured to the highest point)
- \*Building 14 is 41.5 feet in height (measured to the highest point)
- \*Building 15 is 40.7 feet in height (measured to the highest point)
- \*Building 16 is 40 feet in height (measured to the highest point)
- \*Building 17 is 39.1 feet in height (measured to the highest point)
- \*Building 18 is 39.1 feet in height (measured to the highest point)
- \*Building 19 is 39.1 feet in height (measured to the highest point)

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

Parking (Sheet SDR3): The development is for a 200-unit apartment complex. Code requires 1 vehicle parking spaces per every studio or 1-bedroom dwelling unit and 1.5 vehicle parking spaces per every 2 or more bedrooms. The applicant is required to provide a minimum of 281 on-site vehicle parking spaces. As shown on the site plan, 351 on-site parking spaces are being provided.

Total:

232	Standard Parking Stalls
110	Compact Parking Stalls
9	Handicap Parking Stalls
351	Total Parking Stalls

One (1) loading zone has been provided on-site as well.

Adequate parking has been provided throughout the development with 1.75 parking spaces per dwelling unit.

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

Bicycle Parking: The Code requires 0.1 bicycle parking space per dwelling unit. Bike racks will be provided on the site and located in a convenient location for the residents. Twenty (20) bicycle spaces are required and twenty-four (24) have been provided on-site.

Recycling (Sheet SDR3): There are two trash/recycle areas provided within the Development, one in the eastern portion of the development and one in the western portion of the development. The trash receptacles are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle area will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided.

Lot Coverage (Sheets SDR3 and SDR4): The buildings on the site cover 18% (69,118sq.ft.) of the lot. Therefore, lot coverage is under the 50% maximum allowed and in compliance with code.

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

A preliminary Drainage Report dated April 9, 2021, has been submitted as part of this application.

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

**(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;***

**Applicant Findings:** The subject property will have street frontage on M Street, O Street, and P Avenue.

A Traffic Impact Analysis (TIA) dated June 20, 2018 and a TRP memo dated August 31, 2020, were both approved for the subject property which is part of Coburn Grand Estates.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system.

The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

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

**Applicant Findings:** The development is for a 200-unit apartment complex. Code requires 1 vehicle parking spaces per every studio or 1-bedroom dwelling unit and 1.5 vehicle parking spaces per every 2 or more bedrooms. The applicant is required to provide a minimum of 281 on-site vehicle parking spaces. As shown on the site plan, 351 on-site parking spaces are being provided.

Total:

232	Standard Parking Stalls
110	Compact Parking Stalls
9	Handicap Parking Stalls
351	Total Parking Stalls

One (1) loading zone has been provided on-site as well.

Adequate parking has been provided throughout the development with 1.75 parking spaces per dwelling unit.

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

**Bicycle Parking:** The Code requires 0.1 bicycle parking space per dwelling unit. Bike racks will be provided on the site and located in a convenient location for the residents. Twenty (20) bicycle spaces are required and twenty-four (24) have been provided on-site.

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

Therefore, this standard has been met.

**(D)      *The proposed development will be adequately served with City water, sewer,***

***stormwater facilities, and other utilities appropriate to the nature of the development.***

***Applicant Findings:*** Utility plans have been provided that show how the site will be served with City water, sewer, storm water facilities, and other utilities appropriate to the development.

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

A preliminary Drainage Report dated April 9, 2021, has been submitted as part of this application.

# Coburn Apartments

## Adjustment Class-2 Application

October 21, 2021

### Proposal:

The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

There are required streets that run through the development. However, the entire development will be owned by the same owner and will share all amenities.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e)(5) Façade and building design:

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

### **Adjustment Criteria-SRC 250.005(d)(2) Criteria:**

**(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.**

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

**(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.**

### Applicant Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with buildings entrances facing the street. The applicant is requesting an adjustment to eliminate the pedestrian pathways from the buildings to the right-of-way. Due to the topography of the site and street connections, providing these pedestrian paths is not feasible. All pedestrian pathways would have to consist of stairs, which are not ADA.

All buildings face the interior of the lot. The street side of these buildings (rear/side) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way.

All buildings within the development have direct pedestrian access onto sidewalks via the internal pedestrian pathways. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within M Street, O Street, and P Avenue via the proposed internal sidewalk system.

Proposed and existing sidewalks will further enhance the pedestrian connections and circulation to and from the site. The proposed sidewalks to and from the site will provide pedestrian circulation to the entrances of the buildings.

One of the requirements in SRC 702.020(d)(4) is "To ensure safe pedestrian access to and throughout the 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". The proposal still meets the requirement of SRC 702.020(d)(4) by providing a sidewalk connection from within the project to the public sidewalks.

Due to the slope of the site, the buildings are above the street. Making it very difficult to provide pedestrian paths that are ADA.

Proposed pedestrian sidewalk connections are illustrated on the tentative site plan. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. Therefore, due to the layout of the site and internal pedestrian paths, the proposal is equally met.

- (B) The apartment development will provide landscaped areas throughout the site along with pedestrian paths/sidewalks throughout, along with visual appealing buildings. All of which will create a pedestrian friendly development. Buildings not facing the street will have no effect on the proposed use or surrounding uses.
- (C) There is more than one adjustments being requested for this proposal. The adjustments do not have any effect on the project.

**Class 2-Driveway Approach Permit**  
**October 21, 2021**

***SRC 804.025 (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;***

Applicant Response: The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

The proposed development will have access onto two proposed street connections, P Avenue and O Street.

Both O Street and P Avenue are a local street. All proposed driveways will meet Public Works design standards. As shown on the site plan the driveways are required for access to the site and are in compliance with design standards.





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

Applicant Response: The location of the driveways was taken into consideration prior to laying the site out. The location of the proposed driveways take into consideration the location of internal streets adjacent to the site, access onto the local streets, and future development. Therefore, all factors were taken into consideration and there are no conditions on the site that prevent the driveway approach.

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

Applicant Response: There are no direct driveways proposed onto an arterial. Therefore, this criterion is not applicable.

***(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;***

Applicant Response to (4)(B): All direct access is onto local streets, therefore, access is being taken from the lowest classification. Therefore, this criterion has been met.

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

Applicant Response: Through the pre-app process, the applicant has been working with Public Works to ensure that the driveway approach is in the required location and meets vision clearance standards. As shown on the site plan, this criterion has been met.

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

Applicant Response: The driveway approach does not create traffic hazards. As shown on the site plan, this criterion has been met.

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

Applicant Response: Public Works has had the opportunity to review the site plan for any adverse impacts. No adverse impacts to the vicinity have been identified. As shown on the site plan, the location of the driveway will not have any impacts on the subject property or adjacent properties. This criterion has been met.

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

Applicant Response: The applicant has been working with Public Works to ensure that the driveway approach is in the required locations to minimize impacts to adjacent streets and intersections. As shown on the site plan, this criterion has been met.

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

Applicant Response: The applicant has been working with Public Works to ensure that the driveway approach is in the required location to help balance the adverse impacts to residentially zoned property. The location of the proposed driveways takes into consideration the location of the streets adjacent to the site and future development. As shown on the site plan, this criterion has been met.

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# **Coburn Apartments**

## **Design Review**

October 21, 2021

### **Current Land-Use Approvals:**

\*July 7, 2016-This pre-application conference was to discuss a Comprehensive Plan and zone Change for the property from RA to CR, RMII and RS. This pre-application conference included the subject property.

\*On August 31, 2017, Urban Growth Preliminary Declaration Case No. UGA17-03 was issued for the subject property and the entire Coburn Grand View Estates Subdivision.

\*November 21, 2019, SUB-ADJ19-08 and UGA17-03MOD1 were approved for Coburn Grand View Estates, which includes the subject property.

\*On December 3, 2019, Tree conservation Plan (TCP) 19-14 was approved for the Coburn Grand View Estates Subdivision which includes the subject property.

\*March 5, 2020-This pre-application conference was to discuss a Comprehensive Plan and zone Change for the subject property from RA to RMII for a 200-unit multi-family complex. This pre-application conference was for the subject property and even included a site plan for the apartments.

\*On October 22, 2020, CPC-NPC-ZC20-07 was approved for the subject property. The Approval rezoned the subject property from RA to RMII.

\*November 17, 2020, PLA20-24 was approved. Property Line Adjustment (PLA) 20-24 created the boundaries of the subject property.

\*June 7, 2021, SUB-ADJ21-06 was approved for Coburn Grand View Estates, which included the subject property. This approval modified phase lines.

\*On September 8, 2021, a Design Review Pre-Application Conference waiver was granted for the proposed apartments.

### **Proposal (Sheet SDR3):**

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

applicable code requirements.

The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

There are required streets that run through the development. However, the entire development will be owned by the same owner and will share all amenities.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

Adjustments Requested:

SRC 702.020(e)(2) Façade and Building Design

SRC 702.020(e)(4) Façade and Building Design

SRC 702.020(e)(5): Façade and Building Design

**Multi-Family Residential (RMII) Chapter 514**

Density (Sheet SDR3): The site being developed is 8.60 acres in size. Development in an RMII zone shall meet a minimum of 12 dwelling units and shall not exceed 28 dwelling units. Therefore, the site shall be developed with a minimum of 103 and allowed to have a maximum of 241 units. As shown on the site plan, there are 200 units proposed on the property.

The development is in compliance with the minimum and maximum density requirements.

Setbacks: Setbacks are shown on the tentative plan:

North:	Building 10: 35-foot setback/Parking: 10-foot setback; (RA-vacant land) Building 1: 34-foot setback
East:	Buildings 1, 2, 3 and 19: 20 to 31-foot setback/Parking: 10-foot setback; (RA-vacant land) Building 17: 20-foot setback/Parking: 10-foot setback (Adjacent O Street)
South:	Buildings 3 and 16: 20-foot setbacks (Adjacent P Avenue) Building 17: 17 to 22-foot setback (RA-vacant land) Buildings 18 and 19: 19 to 23-foot setback (Adjacent Kuebler Blvd)
West:	Buildings 10 and 11: 20-foot setback (Adjacent M Street) Buildings 12, 13, 14, 15, and 16: 20-foot setback (Adjacent O Street) Building 18: 14-foot setback (RA-vacant land) Building 17: 27-foot setback (RA-vacant land)

An adjustment to setbacks adjacent to RA zoned property has been requested.

Maximum Height (See Building and Floor Plans): Maximum building height allowed in the RMII area is 50'. All proposed buildings are in compliance with the requirements of the Code.

- \*Building 1 is 39.1 feet in height (measured to the highest point).
- \*Building 2 is 40.7 feet in height (measured to the highest point)
- \*Building 3 is 39.1 feet in height (measured to the highest point)
- \*Building 4 (Recreation Building) is 27.2 feet in height (measured to the highest point)
- \*Building 5 is 40 feet in height (measured to the highest point).
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- \*Building 11 is 40.7 feet in height (measured to the highest point)
- \*Building 12 is 40.7 feet in height (measured to the highest point)
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- \*Building 15 is 40.7 feet in height (measured to the highest point)
- \*Building 16 is 40 feet in height (measured to the highest point)
- \*Building 17 is 39.1 feet in height (measured to the highest point)
- \*Building 18 is 39.1 feet in height (measured to the highest point)
- \*Building 19 is 39.1 feet in height (measured to the highest point)

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

Parking (Sheet SDR3): The development is for a 200-unit apartment complex. Code requires 1 vehicle parking spaces per every studio or 1-bedroom dwelling unit and 1.5 vehicle parking spaces per every 2 or more bedrooms. The applicant is required to provide a minimum of 281 on-site vehicle parking spaces. As shown on the site plan, 351 on-site parking spaces are being provided.

Total:

232	Standard Parking Stalls
110	Compact Parking Stalls
9	Handicap Parking Stalls
351	Total Parking Stalls

One (1) loading zone has been provided on-site as well.

Adequate parking has been provided throughout the development with 1.75 parking spaces per dwelling unit.

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

Bicycle Parking: The Code requires 0.1 bicycle parking space per dwelling unit. Bike racks will be provided on the site and located in a convenient location for the residents. Twenty (20) bicycle spaces are required and twenty-four (24) have been provided on-site.

Recycling (Sheet SDR3): There are two trash/recycle areas provided within the Development, one in the eastern portion of the development and one in the western portion of the development. The trash receptacles are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle area will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided.

Lot Coverage (Sheets SDR3 and SDR4): The buildings on the site cover 18% (69,118sq.ft.) of the lot. Therefore, lot coverage is under the 50% maximum allowed and in compliance with code.

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

A preliminary Drainage Report dated April 9, 2021, has been submitted as part of this

application.

### **Multiple Family Design Review Standards- Chapter 702**

702.020(a):

702.020(a)(1) Open Space (Sheet SDR4): In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that open space is an integral part of the overall development design.

Per the code the proposed development shall provide a minimum 30% open space. The minimum open space area required for this development is 112,348 square feet of the net developable area. The subject property is 374,493 (8.60 acres) square feet in size with 173,865 square feet of open space, including landscaped areas, and a recreation building (3,860 square feet). Therefore, totaling 46% open space.

There are proposed streets that will run through the site. However, the development will be one development with all residents having access to the recreation building and open space areas.

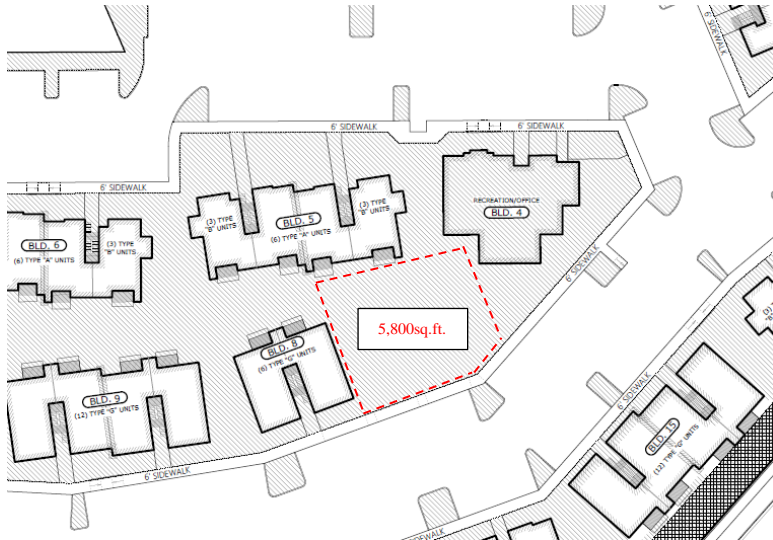
The proposed development provides a 3,860 square foot recreation building in the center of the site, along landscaped open space areas throughout the site. The recreation building, and open space areas are available to all 200 dwelling units and accessible via the proposed pedestrian pathways. The interior pathways are 6-foot-wide paved sidewalks and all sidewalks throughout the development are 6-foot wide paved sidewalks. The recreation building and open space areas are located in convenient and safe areas for the residents.

Therefore, this standard has been met. See attached site plans and open space plan.

702.020(a)(1)(A) Common Open Space Area Size and Dimensions (Sheet SDR4):

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans. The apartments will be developed with in the RMII zone that consists of 8.60 acres.

Per Table 702-3, the minimum open space area required for this development is 3,250 square feet of the site.



200-Units: 3,250 square feet of open space required  
 Site Area-374,493 square feet (8.60 acres)  
 Open Space-173,865s.f. (46%)  
 Open Space w/in Perimeter Setbacks-36,285s.f.  
 Landscaped Areas-159,442s.f. (42%)  
 Parking and Driveway Area-116,011s.f.  
 Landscape w/in Parking-7,044s.f. (6%)

702.020(a)(1)(B): As shown on the site plan all open space is usable open space. The existing conditions plan, and grading plan identify all the slopes throughout the site.

702.020(a)(1)(C) and (D): Private Open Space: Each unit will have private open space as required by code. Ground floor units will have patio areas that are 96 square feet in size, with no dimension less than 6 feet. All second and third story units will have balconies/decks that are a minimum 60 square feet in size. All private open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This private open space includes the patios and balconies/decks. Therefore, this standard has been met.

702.020(a)(1)(E): In multi-family developments, a portion of the land not covered by buildings and parking shall be of adequate size and shape and in the proper location to be functional for outdoor recreation and relaxation. The standards are also intended to ensure that usable open space is an integral part of the overall development design. As shown on the site plan, there is a usable open space area located within the development. See Sheet SDR 4.

702.020(a)(1)(F): The City's needs for leisure areas and open space areas have been identified in its adopted plans. At the time of development, the proposal provides improved public



pedestrian connections via hard-surfaced sidewalks and open space areas within the development. As part of SUB-ADJ19-08 and UGA17-03MOD1, the applicant provided 7 acres of land to the City of Salem for park land. This City Park is located about ½ a block west of the development. This park and the open space provided on site will provide adequate parks and recreation within the area.

702.020(b)(1) and 702.020(b)(2) Landscaping Standards: The subject property does abut RA zoned properties. Landscaping is being provided adjacent all property lines and within the interior of the development. Landscaping has been provided throughout the site as identified on the landscape plans. A minimum of 1 tree will be planted for every 2,000 square feet of the site. Trees and vegetation have been provided throughout the development as shown on the landscape plans. There is 159,442 square feet of landscaped area throughout the site. Therefore, 42% of the site is landscaped. Landscape plans have been provided and demonstrate how the landscape standards have been met. See attached landscape plans.

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

A Tree Conservation Plan for the site has been approved. Replanting and tree preservation will be complied with as required in TCP19-14.

No additional trees are proposed for removal at this time.

702.020(b)(3), (4), (5): Landscaping has been provided around the proposed buildings as shown on the plans.

Trees will not be affected by this proposal. A Tree Conservation Plan for the site has been approved. Replanting and tree preservation will be complied with as required in TCP19-14.

702.020(b)(6): All private ground level open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This will help to ensure privacy for the patio areas designated as private open space for residents.

702.020(b)(7) and (8): All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 7,044 square feet of landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

Interior Parking Lot Landscaping: The proposal is for 200-units; therefore, the development is exempt from the requirements of SRC 806.035(d)(2).

702.020(c)(1) and (2) Site Safety and Security Standards: All buildings have windows provided in habitable rooms and windows that face the parking lots and open space areas. This helps provide an eye on the development. Lighting on the buildings and along the sidewalks will be provided as well.

702.020(c)(3) and (4): Safety of the residents is very important, and all requirements are met to assure safety and compliance with code. There are no fences or plant materials located in areas within the development that obstruct visibility. All landscaping adjacent to open space areas will not exceed 3 feet in height.

702.020(d)(1), (2), and (4) Parking and Site Design Standards: The subject property has street frontage on M Street, O Street, and P Avenue. Internal accessways are proposed within the development.

Per SRC 702.020(d)(1): *"To minimize large expanses of continuous pavement, parking areas greater than 6,700 square feet in area shall be physically and visually separated with landscaped planter bays that are a minimum of nine feet in width. Individual parking areas may be connected by an aisle or driveway."*

As shown on the site plan, there are no parking areas greater than 6,700 square feet in area. Planter bays a minimum of 9 feet in width have been provided adjacent all parking areas. Therefore, in order to minimize large expanses of continuous pavement, 9-foot-wide planter islands have been provided a maximum of every 12 parking spaces. Therefore, meeting the code.

All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. The layout of the parking areas has been taken into consideration and provides for safe and efficient circulation throughout the development. In order to take into consideration circulation, pedestrian access, landscaping, and the requirements of the code, the parking areas have been carefully designed. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 7,044 square feet of landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

SRC 702.020(d)(2): *"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."*

Due to the location of street connections and the shape of the lot, Building 16 is located behind the parking area. Therefore, an adjustment to this standard has been requested.

All other buildings and parking areas on the site are in compliance with this standard.

The development does provide setbacks between the buildings and pathways. All the pathways connect the buildings, open space, parking areas, and surrounding uses.

Therefore, meeting this standard.

702.020(e)(1) through (8) Façade and Building Design: These guidelines are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

(1) None of the buildings within the development exceed 150 feet in length. As shown on the building elevations, all buildings are under 150 feet in length.

(2) The subject property does abut RA zoned properties. Landscaping and adequate setbacks that meet or exceed the requirements have been provided adjacent all property lines.

Setbacks are shown on the tentative plan:

North:	Building 10: 35-foot setback/Parking: 10-foot setback; (RA-vacant land) Building 1: 34-foot setback
East:	Buildings 1, 2, 3 and 19: 20 to 31-foot setback/Parking: 10-foot setback; (RA-vacant land)
South:	Building 17: 20-foot setback/Parking: 10-foot setback (Adjacent O Street) Buildings 3 and 16: 20-foot setbacks (Adjacent P Avenue) Building 17: 17 to 22-foot setback (RA-vacant land)
West:	Buildings 18 and 19: 19 to 23-foot setback (Adjacent Kuebler Blvd) Buildings 10 and 11: 20-foot setback (Adjacent M Street) Buildings 12, 13, 14, 15, and 16: 20-foot setback (Adjacent O Street) Building 18: 14-foot setback (RA-vacant land) Building 17: 27-foot setback (RA-vacant land)

(3) Any balconies that face the RA zoned adjacent properties will have sight obscuring railings.

#### (4) M Street

The subject property has 293 feet of buildable width (this excludes required side setbacks and driveway) along M Street. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the Buildings 10 and 11 total 210 feet of the buildable width along the street frontage. Therefore, occupying 72% of the buildable width of street frontage along M Street.

#### O Street (east side)

The subject property has 693 feet of buildable width (this excludes required side setbacks and

driveway) along O Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the Buildings 12 through 16 total 548 feet of the buildable width along the street frontage. Therefore, occupying 79% of the buildable width of street frontage along O Drive.

#### O Street (west side)

The subject property has 207 feet of buildable width (this excludes required side setbacks and driveway) along O Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the Building 17 totals 36 feet of the buildable width along the street frontage. Therefore, occupying 17% of the buildable width of street frontage along O Drive.

An adjustment to this standard has been requested.

#### P Avenue (north side)

The subject property has 197 feet of buildable width (this excludes required side setbacks and driveway) along P Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the Buildings 3 and 16 total 136 feet of the buildable. The buildings do occupy 69% of the buildable width of street frontage along P Avenue.

#### P Avenue (south side)

The subject property has 262 feet of buildable width (this excludes required side setbacks and driveway) along P Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the Buildings 18 and 19 total 93 feet of the buildable. The buildings do occupy 35% of the buildable width of street frontage along P Avenue.

An adjustment to this standard has been requested.

(5) All buildings face the interior of the lot. The street side of these buildings (rear) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way.

The purpose of this requirement is to provide a pedestrian friendly development with buildings entrances facing the street. The applicant is requesting an adjustment to this standard. Due to the topography of the site, this standard is difficult to meet.

All buildings within the development have direct pedestrian access onto sidewalks. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that

provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within M Street, O Street, and P Avenue via the proposed internal sidewalk system.

Proposed and existing sidewalks will further enhance the pedestrian connections and circulation to and from the site. The proposed sidewalks to and from the site will provide pedestrian circulation to the entrances of the buildings.

In order to provide safety and convenience for the residents, all buildings will face the interior the lot. This provides more eyes on the site, which provides greater safety for residents. This also provides convenience since all parking is located within the interior of the site.

(6) All buildings have entrances physically and visually connected to the internal public sidewalk system and the parking lots. All external stairways are recessed into the buildings. Therefore, physically and visually incorporating them into the building's architecture design. The primary entrances for each individual unit are provided through a covered entry way. All building entries are clearly defined and easily accessible. The design of the building with the use of roofline offsets and covered entry ways, promote a positive sense of neighborhood.

(7) All roof-mounted equipment will be screened and integrated into the building design. Further review of this requirement will take place at the time of building permits. Therefore, this guideline has been met.

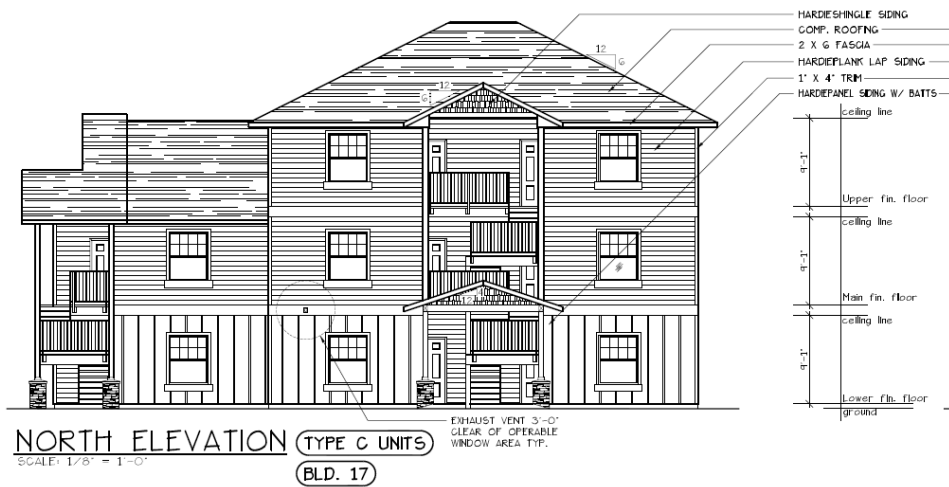
(8) The building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated in the building design to add some visual element to the buildings. Therefore, breaking up the long building length.

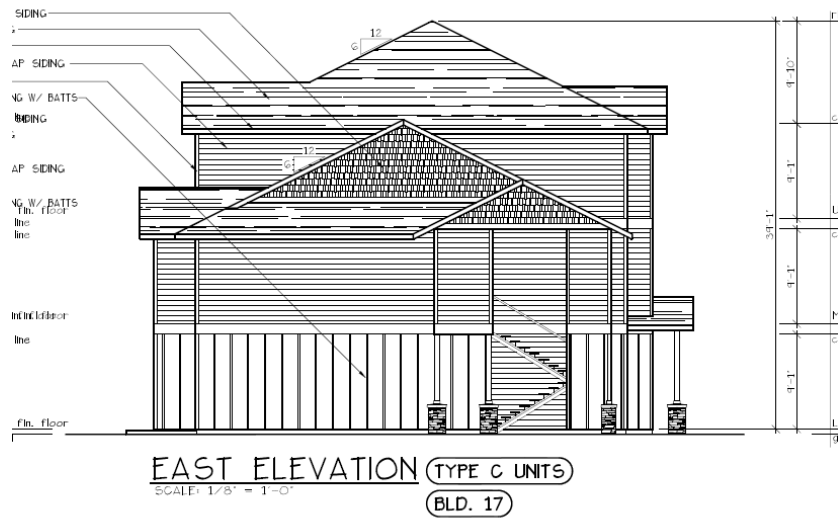
702.020(e)(9) and (10) (See Building Elevations): Varied materials, textures, and colors are being used on the buildings. The applicant has provided building elevations to show how this is being complied with. The materials used on the front, rear, and sides of the apartments are the same; shake siding, trim board, and lap siding. See attached building elevations.



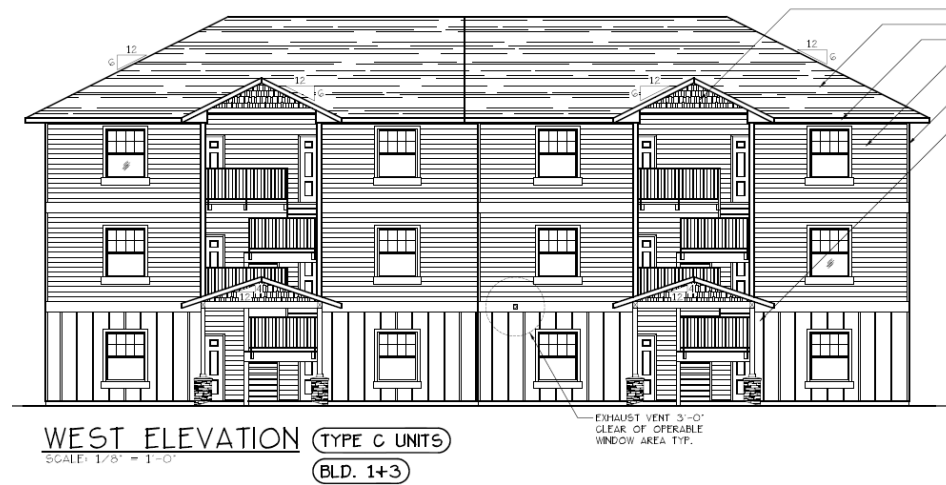
The proposed buildings proved the required offsets and design elements as shown on the building elevations.

The proposed buildings provide offsets:





Covered Decks and Recessed Balconies:



## Covered Entrance





# Coburn Apartments

## Adjustment Class-2 Application

### Proposal:

The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

There are required streets that run through the development. However, the entire development will be owned by the same owner and will share all amenities.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to Sec. 702.020(e)(4) Façade and building design:

***“(4) 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.”***

### ***Adjustment Criteria-SRC 250.005(d)(2) Criteria:***

***(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.***

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

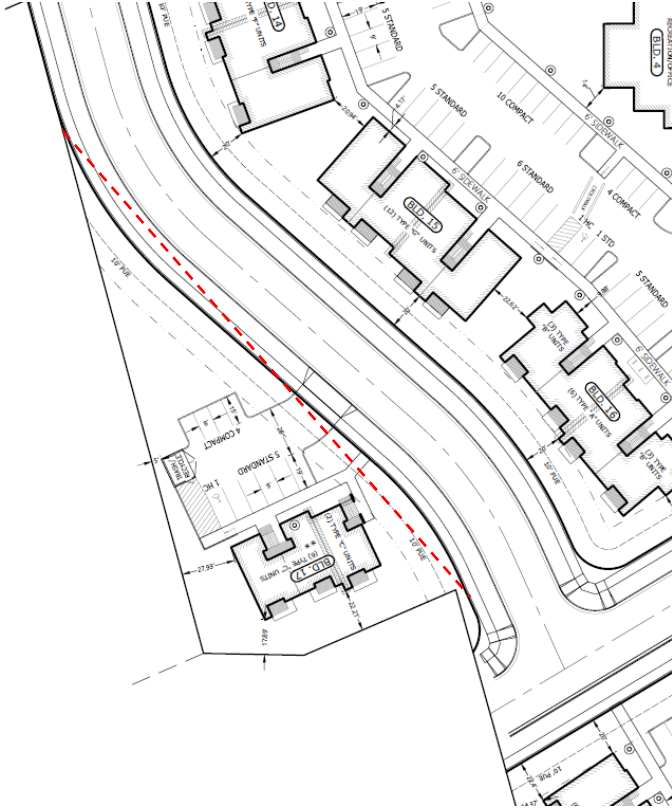
***(C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.***

### Applicant Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with building located close to the sidewalks instead of parking areas.***

### O Street (west side)

The subject property has 207 feet of buildable width (this excludes required side setbacks and driveway) along O Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the Building 17 totals 36 feet of the buildable width along the street frontage. Due to the required right-of-way extension through the site, odd shape lots have been created. The old shape areas of the development make it difficult to provide additional buildings on the setback lines. Therefore, this standard cannot be met. Therefore, occupying 17% of the buildable width of street frontage along O Drive.



#### P Avenue (south side)

The subject property has 262 feet of buildable width (this excludes required side setbacks and driveway) along P Avenue. Code requires a minimum of 40% of the buildable width be occupied by buildings placed on the setback line. As shown on the site plan, the Buildings 18 and 19 total 93 feet of the buildable. Due to the required right-of-way extension through the site, odd shape lots have been created. The odd shape areas of the development make it difficult to provide additional buildings on the setback lines. Therefore, this standard cannot be met. The buildings do occupy 35% of the buildable width of street frontage along P Avenue.



# Coburn Apartments

## Adjustment Class-2 Application

### Proposal:

The subject property is 8.60 acres in size, zoned RMII, and located east of Battlecreek Road (08 3W 11D/Tax Lot 601). The subject property is Parcel 1 of recorded Plat P.P. 2019-036.

There are required streets that run through the development. However, the entire development will be owned by the same owner and will share all amenities.

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans.

The applicant is requesting an adjustment greater than 20% adjustment to SRC 702.020(e)(2)-Table 702-5 (Setbacks Abutting Property Zoned RA and RS):

**“(2) 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 702-5 to provide appropriate transitions between new buildings and structures on site and existing buildings and structures on abutting sites.**

**Table 702-5 requires a minimum setback of 1 foot for each 1 foot of building height, but in no case less than 20 ft.”**

The subject properties to the north, east, south and west are zoned RA and vacant. The following buildings do not meet the required setbacks.

#### East (RA-vacant land):

##### *Building 19*

Required Setback: 34.55 Setback

Provided Setback: 20-foot setback

#### South (RA-vacant land):

##### *Building 17*

Required Setback: 34.55 Setback

Provided Setback: 17 to 22-foot setback

##### *Building 18 (Adjacent Kuebler Blvd)*

Required Setback: 34.55 Setback

Provided Setback: 19-foot setback

##### *Building 19 (Adjacent Kuebler Blvd)*

Required Setback: 34.55 Setback

Provided Setback: 20-foot setback

#### West (RA-vacant land):

##### *Building 18*

Required Setback: 34.55-foot setback

Provided Setback: 14-foot setback

##### *Building 17*

Required Setback: 22.75-foot setback

Provided Setback: 27-foot setback

**Adjustment Criteria-SRC 250.005(d)(2) Criteria**

***(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.***

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

***(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.***

**Applicant Findings:**

(A) The purpose of this requirement is to provide a visible and separated landscaped setback, along with privacy for residents

The applicant is proposing a development consisting of 200-apartment units as shown on the site plans. There are only 3 buildings within the development that do not meet this standard, Buildings 17, 18, and 19. Even though these buildings do not meet the setbacks, as shown on the site plans and landscape plans, more than adequate setbacks are being provided. Landscaping and the provided setbacks help to achieve the purpose of this requirement.

Due to the shape and location of the property, providing a larger setback along these areas of the property is not feasible. The reduction in the setback allows the applicant to provide adequate parking and maneuvering areas and locate the buildings closer to the sidewalks. Therefore, providing a more visible appealing and pedestrian friendly development.

The shape and location of the site creates a difficulty in the placement of building and parking areas on the site. The reduction in this requirement and providing adequate setbacks and landscaping on the site, is better for the development.

See attached site plans and landscape plans.

(B) The apartment development will provide landscaped open space areas throughout the site, which makes up for the reduction of the required setback along those property lines. Adequate landscaping will be provided along the property lines to help meet requirements. The reduction of this setback will have no effect on the proposed use or surrounding uses.

(C) There are three adjustments being requested for this proposal. The adjustments do not have any effect on the project.