STUDIO 3 ARCHITECTURE INCORPORATED

Request for Adjusment:

Date: November 19, 2021

Subject: **Sherwin Williams**

Sunnyslope Plaza

Liberty Road S - Salem, Oregon

Standard

Sec. 800.065 Pedestrian Access
Pedestrian Access: The proposal does not appear to meet the following standard(s):
- SRC 800.065(a)(1)(A): This standard will require a connection to Cunningham Ln S.
- SRC 800.065(a)(1)(B): Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop (see Figure 800-12). There is a transit stop along the development site's street frontage, which will require a pedestrian connection meeting this standard.
- SRC 800.065(a)(2): Connections between US Bank, Subway, and Cozumel's/Hero's are required to the rest of the development site.
- SRC 800.065(a)(3): The development site contains, by my measurements, two off-street parking areas (the area south of Subway and the area north of the proposed Sherwin Williams) which require a pedestrian connection under this section. The plan will need to be revised to meet this standard, or an adjustment will need to be requested.

Conflict:
Providing pedestrian access for the entire existing development is not feasible to accomplish while still meeting the vehicle parking requirements per current zoning standards. Furthermore, the scope of the work that would be required to fulfill 800.065 for the entire site is not proportional with the scale of our proposed impact to the site.

Proposed:
The proposal does include a pedestrian connection from the existing ROW to the Sherwin Williams building and then to the sidewalk in front of the Roth's building. This connection point is 82'-6" away from the bus stop. We ask that this distance is acceptable given that adding a pedestrian connection east/west through the greater parking area is not feasible.

Efforts are being made to better connect the existing street frontages to the primary building entrances throughout the site. We are proposing, in addition to the Sherwin Williams connection:

1. We will be removing the existing paint striped crosswalk between the Cunningham Lane sidewalk and the NE corner of the Roth's building sidewalk. The asphalt will be cut and removed and then replaced with concrete.
2. We are proposing to add a pedestrian connection from Liberty Rd to the Subway building. This will entail cutting asphalt and replacing with concrete, adding new concrete walkway, and adding stairs to meet the elevated patio at Subway.

Sec. 250.005. - Adjustments.

(d) Criteria.

(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

This is an existing development that was designed and constructed under a previous version of Salem's Zoning Code. To apply the current zoning standards in question to the entire property is not possible and doing so would render the property as useless with the inability to obtain approval from the planning department due to a deficit of parking stalls. Therefore, the standards are clearly inapplicable; however, we are making great efforts to move the property closer to compliance with current standards, having a scope that reaches beyond what is proportional to the proposed development.

(ii) Equally or better met by the proposed development.

Not applicable.

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

Not applicable.

(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.

The adjustments requested do not fundamentally jeopardize the overall purpose of the zone but in fact brings the site closer the intent of the overall zone.