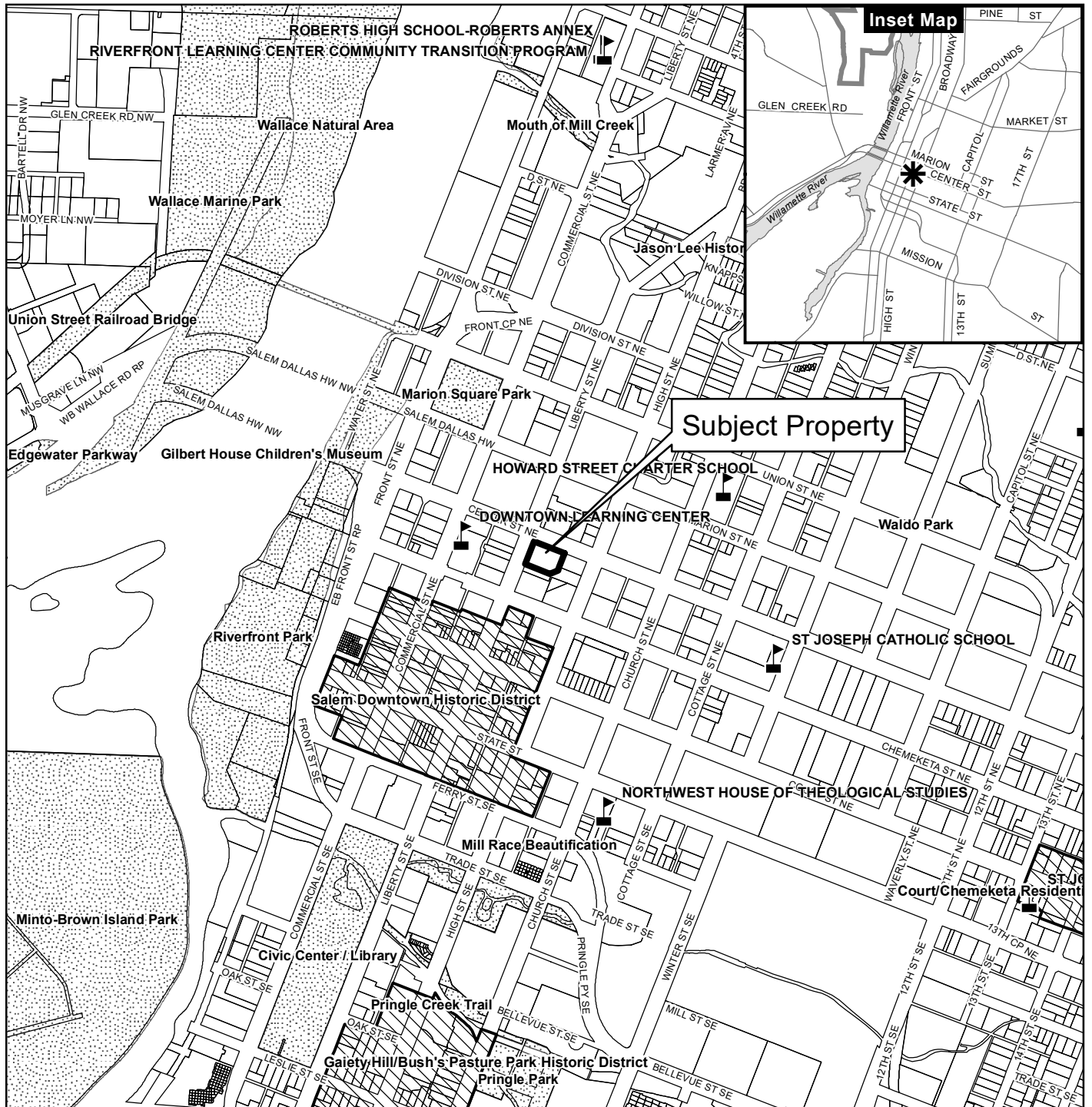


# Vicinity Map 420 Center Street NE



## Legend

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

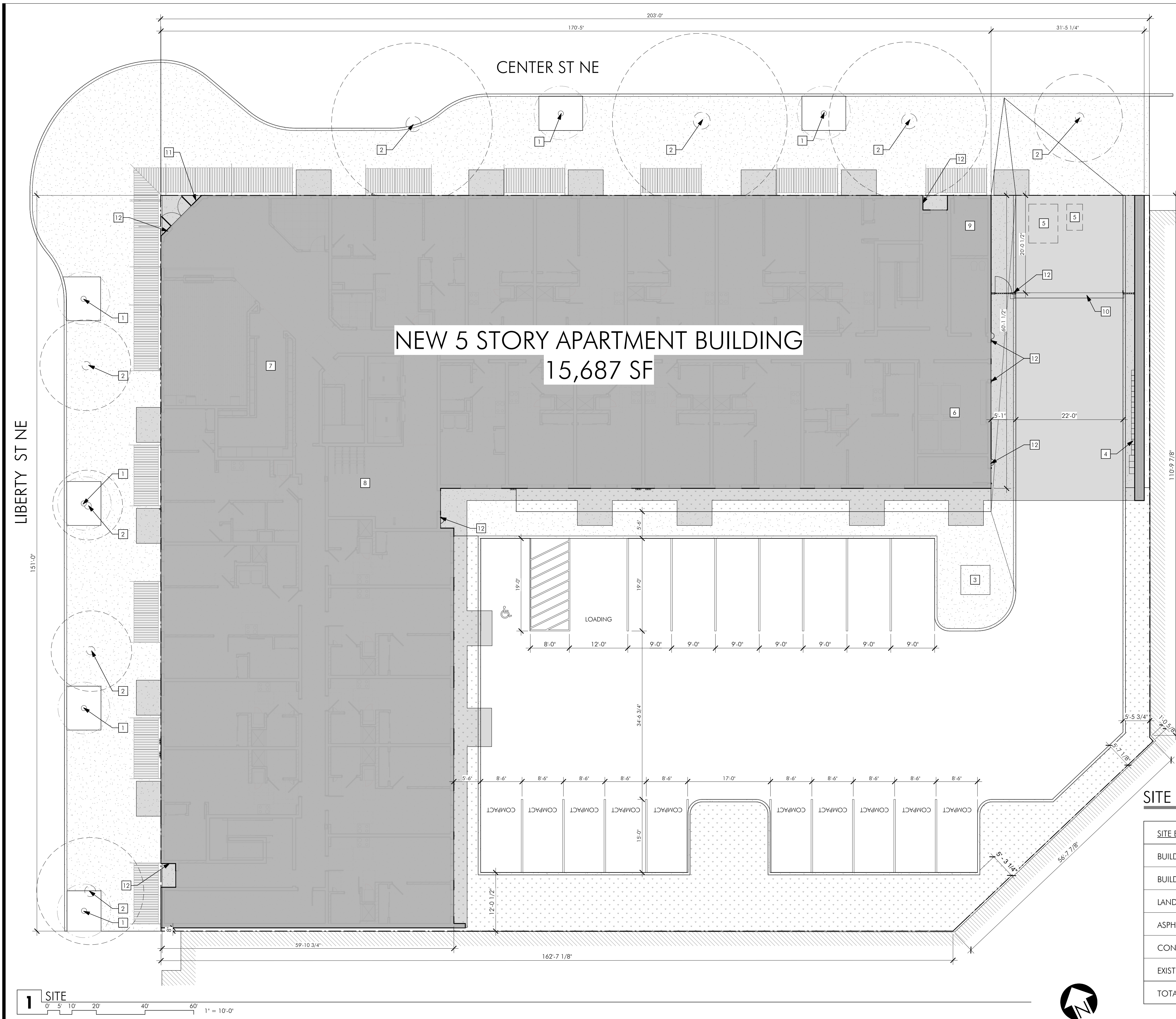
0 100200 400 Feet



**CITY OF Salem**  
AT YOUR SERVICE  
Community Development Dept.

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SITE PLAN GENERAL NOTES:

- THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTORS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.
- PROVIDE CONSTRUCTION FENCING AS REQUIRED TO SECURE SITE AND BUILDING DURING CONSTRUCTION.
- EXTREME CARE SHOULD BE TAKEN TO PRESERVE EXISTING ROOTS OF TREES TO REMAIN.
- REFER TO CIVIL DRAWINGS FOR GRADING. SITE IS REQUIRED TO MEET THE LAWS OF FHA AND ADA. ACCESSIBLE ROUTES SHALL NOT EXCEED 5% (1 IN 20) OR CROSS SLOPES SHALL NOT EXCEED 2% (1 IN 50). ALL AT GRADE SIDEWALKS ARE ACCESSIBLE ROUTES.
- JOINTS IN CONCRETE WALKS NOTED AS E.J. ARE TO BE CONSTRUCTED AS EXPANSION JOINTS. ALL OTHER JOINTS SHOWN, TO BE TOOLED CONTROL JOINTS, SEE CIVIL.
- SEE LANDSCAPE DRAWINGS FOR LANDSCAPE AND IRRIGATION ELEMENTS.
- SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING.

SITE DEVELOPMENT CODE REVIEW:

SITE AREA: 29,880 sf = 0.685ac  
ZONING: CB Commercial Business  
BUILDING AREAS:  
• LEVEL 01: 15,581 sf  
• LEVEL 02: 16,519 sf  
• LEVEL 01: 18,518 sf  
• LEVEL 02: 18,518 sf  
• LEVEL 05: 18,518 sf  
TOTAL: 87,654 sf  
PARKING:  
• RESIDENTIAL: NO PARKING REQUIRED  
18 PROVIDED  
BIKE PARKING:  
• 0.1 SPACES PER DWELLING UNIT:  
0.1x157 UNITS = 16 REQ'D  
22 PROVIDED  
LOADING SPACES:  
• FOR BUILDINGS BETWEEN 100-199 UNITS PROVIDE 2 SPACES:  
• LOADING SPACE SIZE: 12'-0" x 19'-0" WITH ACCESS TO STREET OR ALLEY.

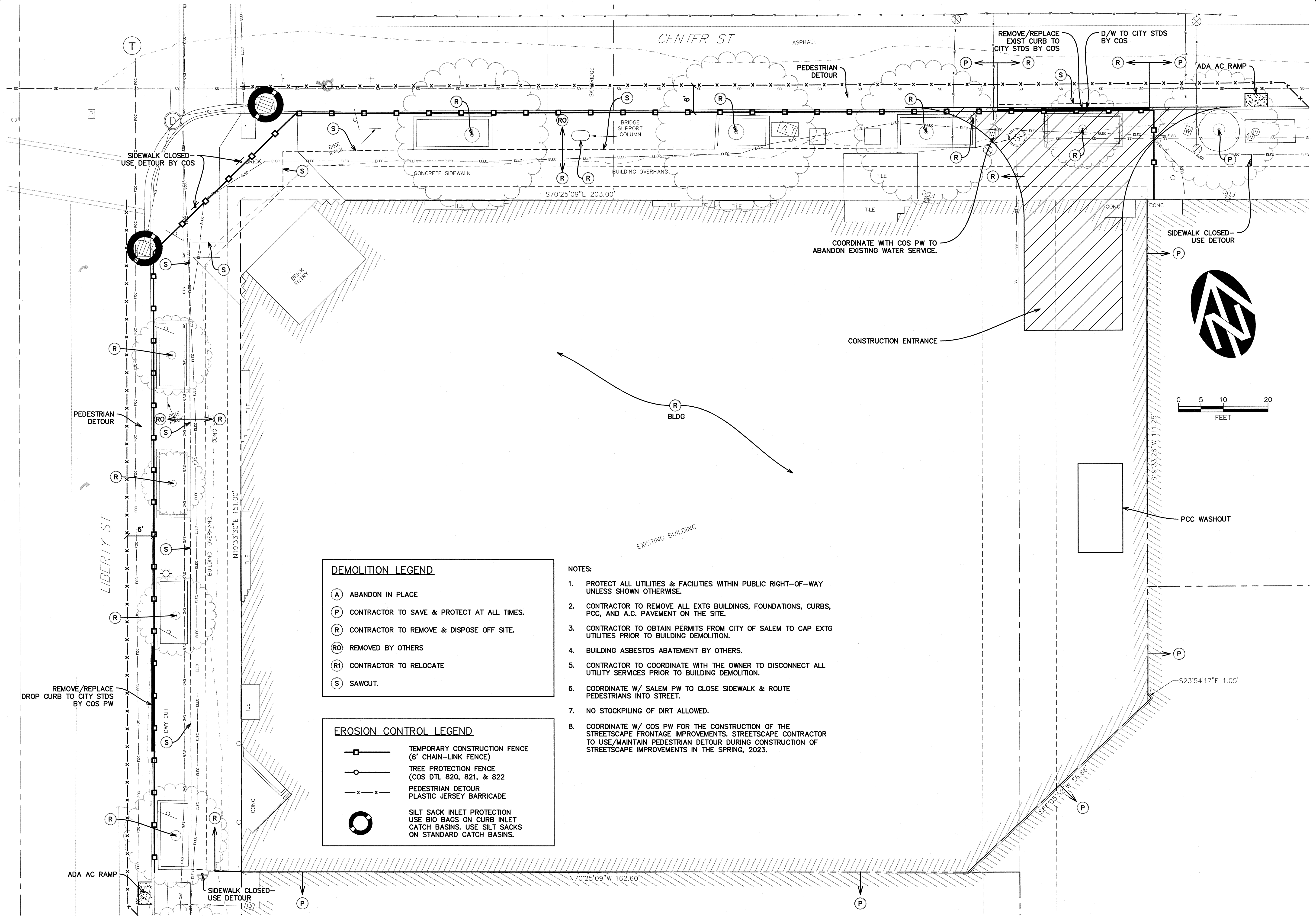
SITE PLAN NOTES:

- NEW TREE.
- EXISTING TREE, TO BE REMOVED.
- TRANSFORMER.
- ELECTRICAL METERS.
- VAULT PER CIVIL DRAWINGS.
- TRASH ROOM.
- MAIL ROOM.
- BIKE STORAGE AND REPAIR STATION.
- RISER ROOM.
- 14' COIL GRILL ROLLUP DOOR.
- KNOX BOX.
- KEY FOB ENTRY ACCESS.

SITE CALCULATIONS AND LEGEND:

SITE ELEMENT DESCRIPTION:	LEGEND:	AREA: (sf)	PERCENTAGE:
BUILDINGS:		15,687 sf	54.1 %
BUILDINGS OVERHANG ABOVE:			
LANDSCAPING:		2,854 sf	9.8 %
ASPHALT PAVING:		9,321 sf	32.2 %
CONCRETE PAVING & CURBS:		1,128 sf	3.9 %
EXISTING BUILDING			
TOTALS:		28,990 sf	100.0 %





NO.	DATE	DESCRIPTION	BY
1	12/13/21	CITY COMMENTS/COORD. W/ STREETSCAPE	AR
2	11/05/21	PER CITY COMMENTS	AR
3	12/13/21	CITY COMMENTS/COORD. W/ STREETSCAPE	AR

VERIFY SCALE  
BAR IS ONE INCH ON  
ORIGINAL DRAWING  
IF NOT ONE INCH ON  
THIS SHEET, ADJUST  
SCALE ACCORDINGLY

1" = 20'

REGISTERED PROFESSIONAL ENGINEER  
1184  
JUL 16, 1989  
STEVEN A. WARR  
REVISIONS: 6/30/2022

**WESTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS

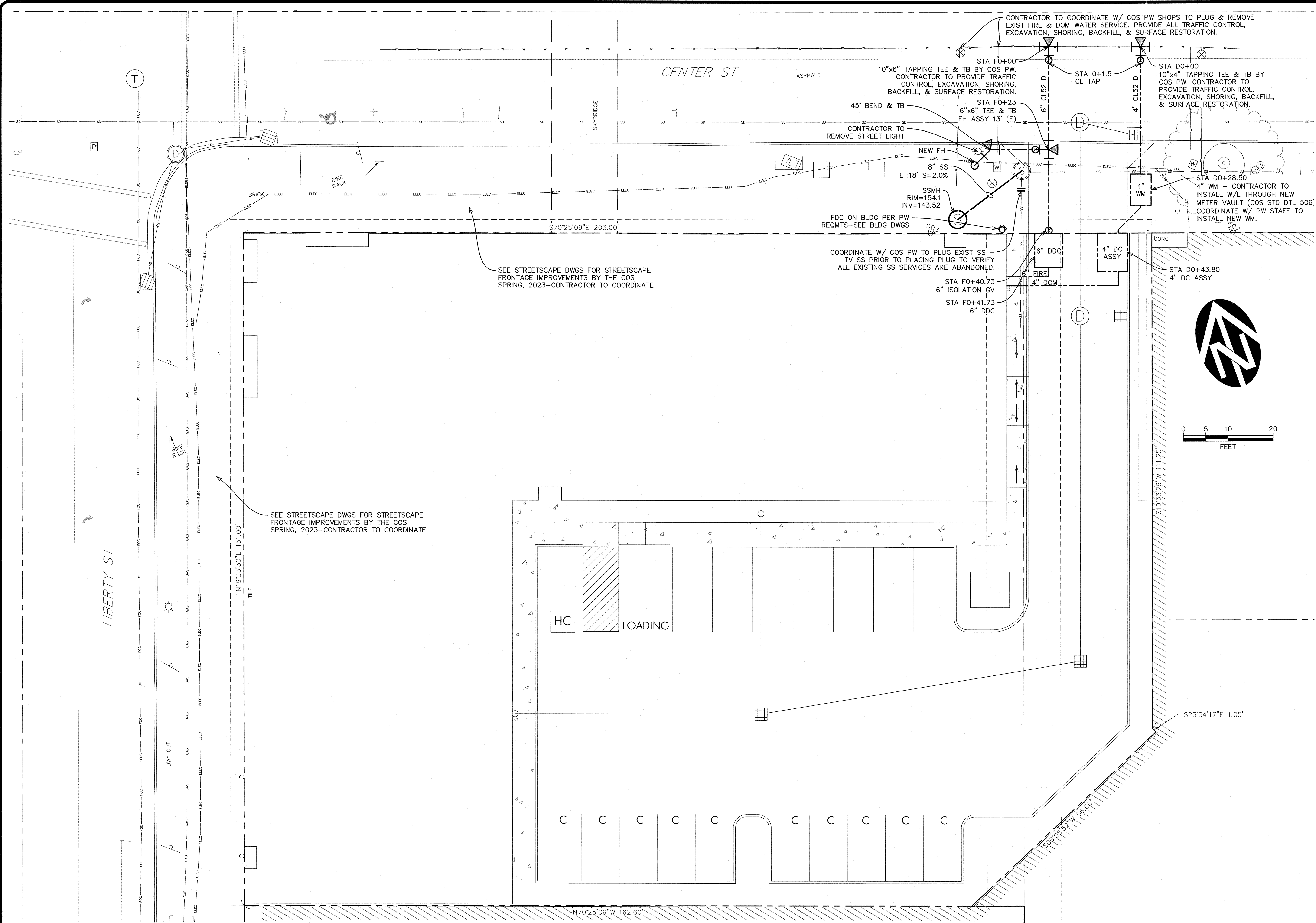
3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302  
Phone: (503) 585-2474, Fax: (503) 585-3966  
E-mail: westech@westech-eng.com

DEACON DEVELOPMENT, LLC  
CENTRAL CITY APARTMENTS

**EXISTING CONDITIONS,  
DEMOLITION &  
EROSION CONTROL PLAN**

DRAWING  
**C1.0**

JOB NUMBER  
**3302.0000.0**



REVISIONS	
NO.	DESCRIPTION
1	DATE: JUL 2021
2	DATE: JUL 2021
3	DATE: JUL 2021
4	DATE: JUL 2021

DATE	BY	DESCRIPTION
01/20/22	AR	ADDED FUTURE CB
12/13/21	AR	CITY COMMENTS/COORD W/ STREETScape
11/05/21	AR	PER CITY COMMENTS
11/05/21	AR	DESCRIPTION
11/05/21	AR	DATE
11/05/21	AR	BY

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BASED ON ONE INCH ON ORIGINAL PAPER  
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

**REGISTERED PROFESSIONAL ENGINEER**  
1194  
OREGON  
JUL 16, 2016  
STEVEN A. DEAN  
RENEW: 6/30/2022

**WESTECH ENGINEERING, INC.**  
CONSULTING ENGINEERS AND PLANNERS  
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302  
Phone: (503) 595-2474, Fax: (503) 595-3986  
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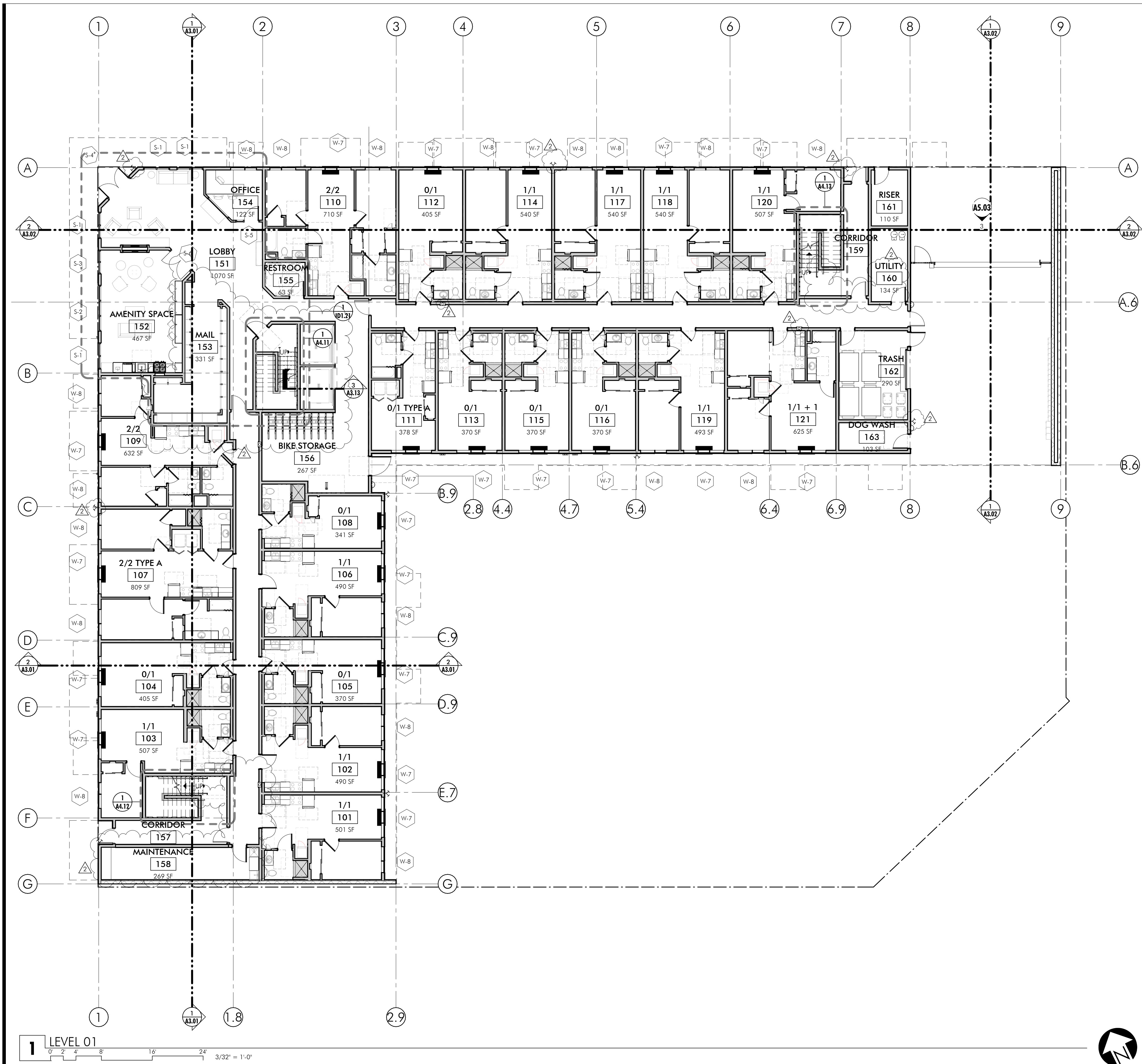
**DEACON DEVELOPMENT, LLC**  
CENTRAL CITY APARTMENTS

**OVERALL UTILITY PLAN**

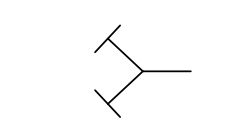
**DRAWING C3.0**

**JOB NUMBER 3302.0000.0**

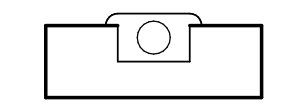




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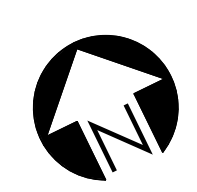


HOSE BIB.



SEMI-RECESSED FIRE EXTINGUISHER  
CABINET W/ 2A-10BC  
EXTINGUISHER.

1 LEVEL 01  
0' 2' 4' 8' 16' 24' 3/32" = 1'-0"



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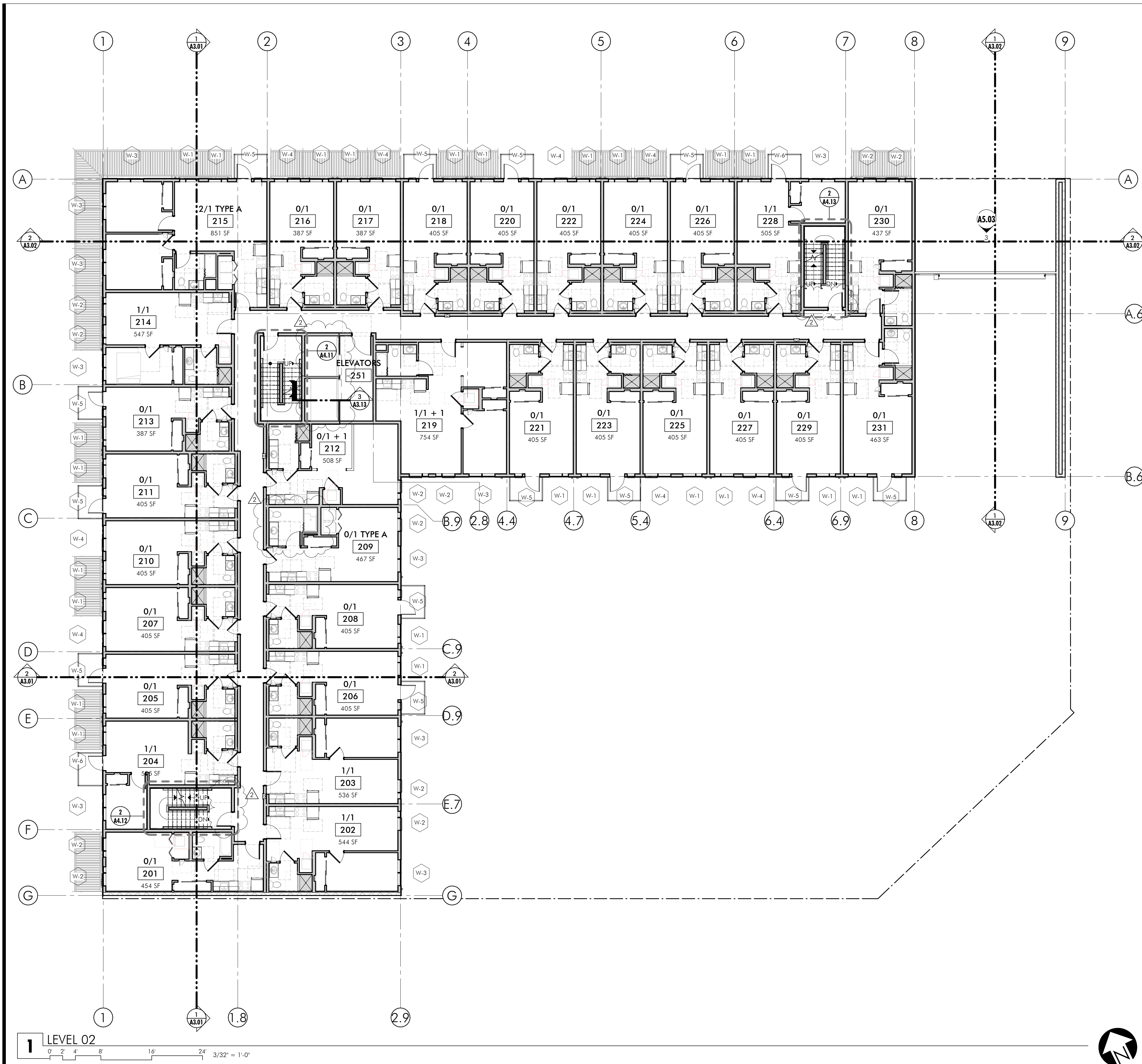
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2 01/20/22 REV 2

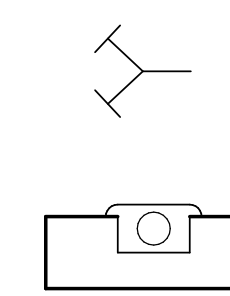
NEW APARTMENT BUILDING  
**CENTRAL CITY**  
424 CENTER ST. NE SALEM, OREGON 97301

SHEET:

**A1.21**



PLAN LEGEND:



HOSE BIB.

SEMI-RECESSED FIRE EXTINGUISHER CABINET W/ 2A-10BC EXTINGUISHER.

1 LEVEL 02  
0' 2' 4' 8' 16' 24' 3/32" = 1'-0"

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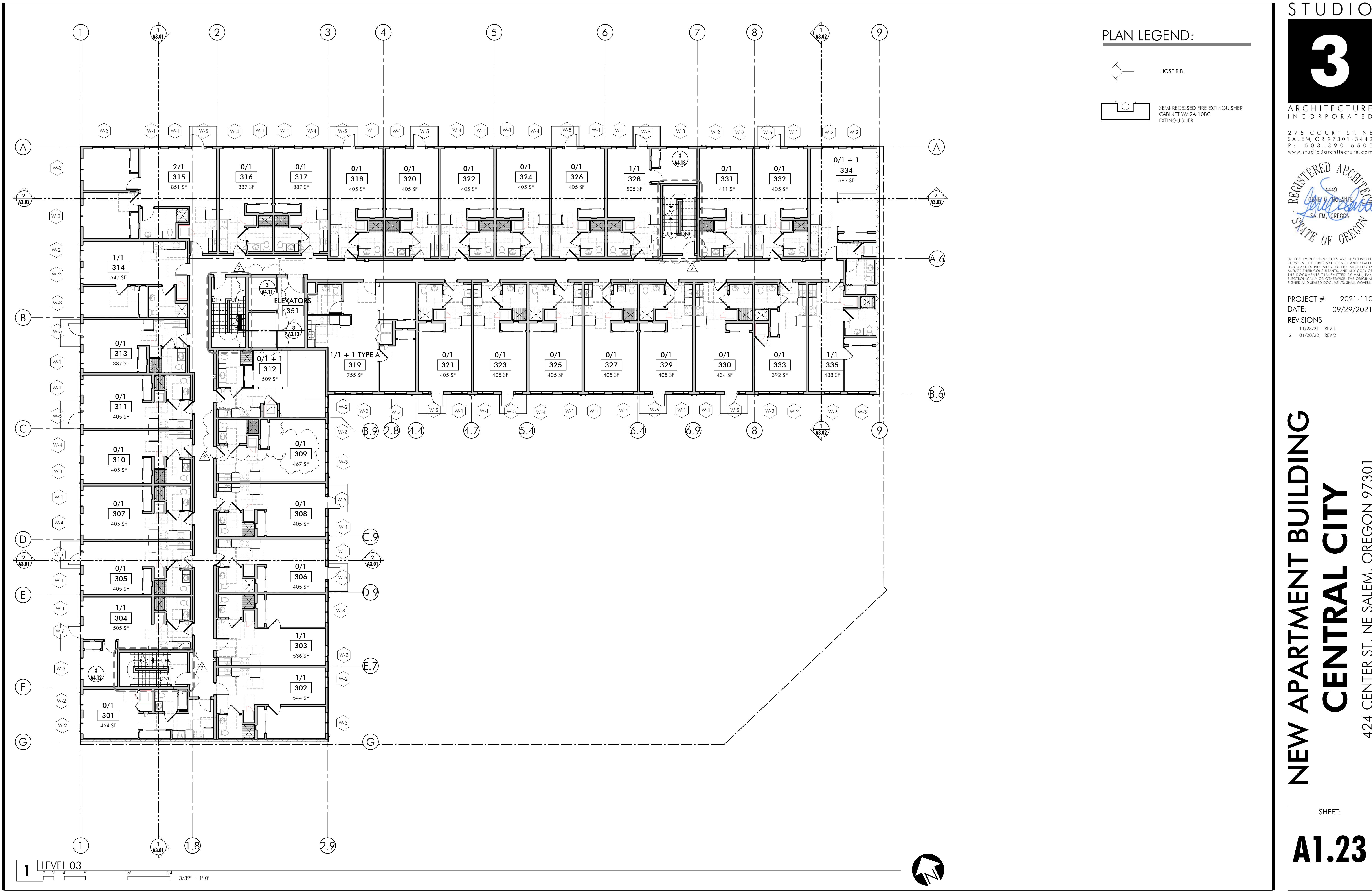
REVISIONS  
1 11/23/21 REV 1  
2 01/20/22 REV 2

NEW APARTMENT BUILDING  
**CENTRAL CITY**  
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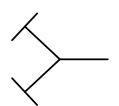

SHEET:

**A1.22**





PLAN LEGEND:

-  HOSE BIB.
-  SEMI-RECESSED FIRE EXTINGUISHER CABINET W/ 2A-10BC EXTINGUISHER.

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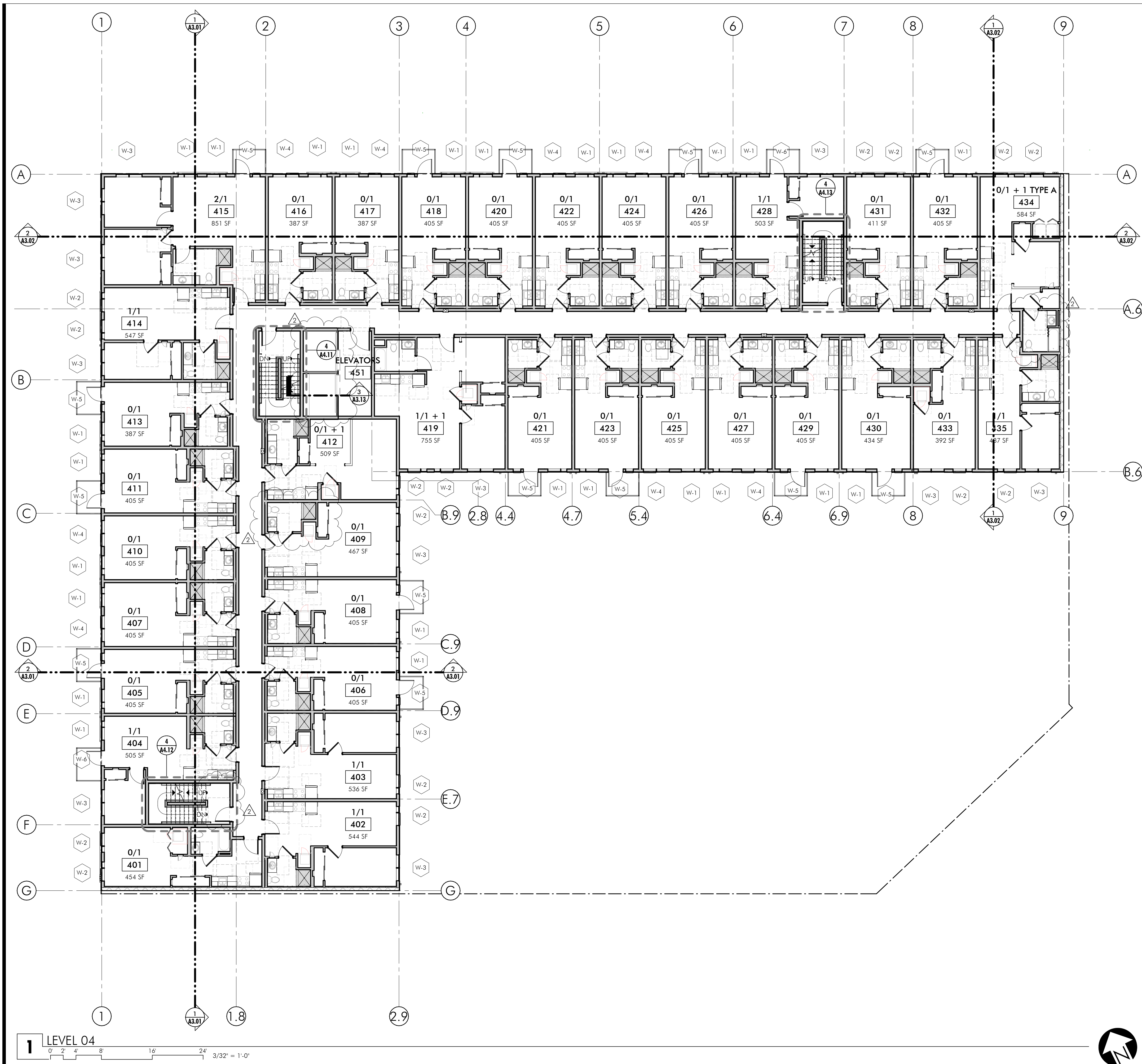
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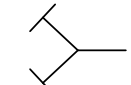
NEW APARTMENT BUILDING  
**CENTRAL CITY**  
424 CENTER ST. NE SALEM, OREGON 97301


SHEET:  
**A1.23**





PLAN LEGEND:

 HOSE BIB.

 SEMI-RECESSED FIRE EXTINGUISHER CABINET W/ 2A-10BC EXTINGUISHER.

**1** LEVEL 04

0' 2' 4' 8' 16' 24' 3/32" = 1'-0"



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REGISTERED ARCHITECT

1449

GRACE O. BOLANTE

SALEM, OREGON

STATE OF OREGON

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2	01/20/22	REV 2

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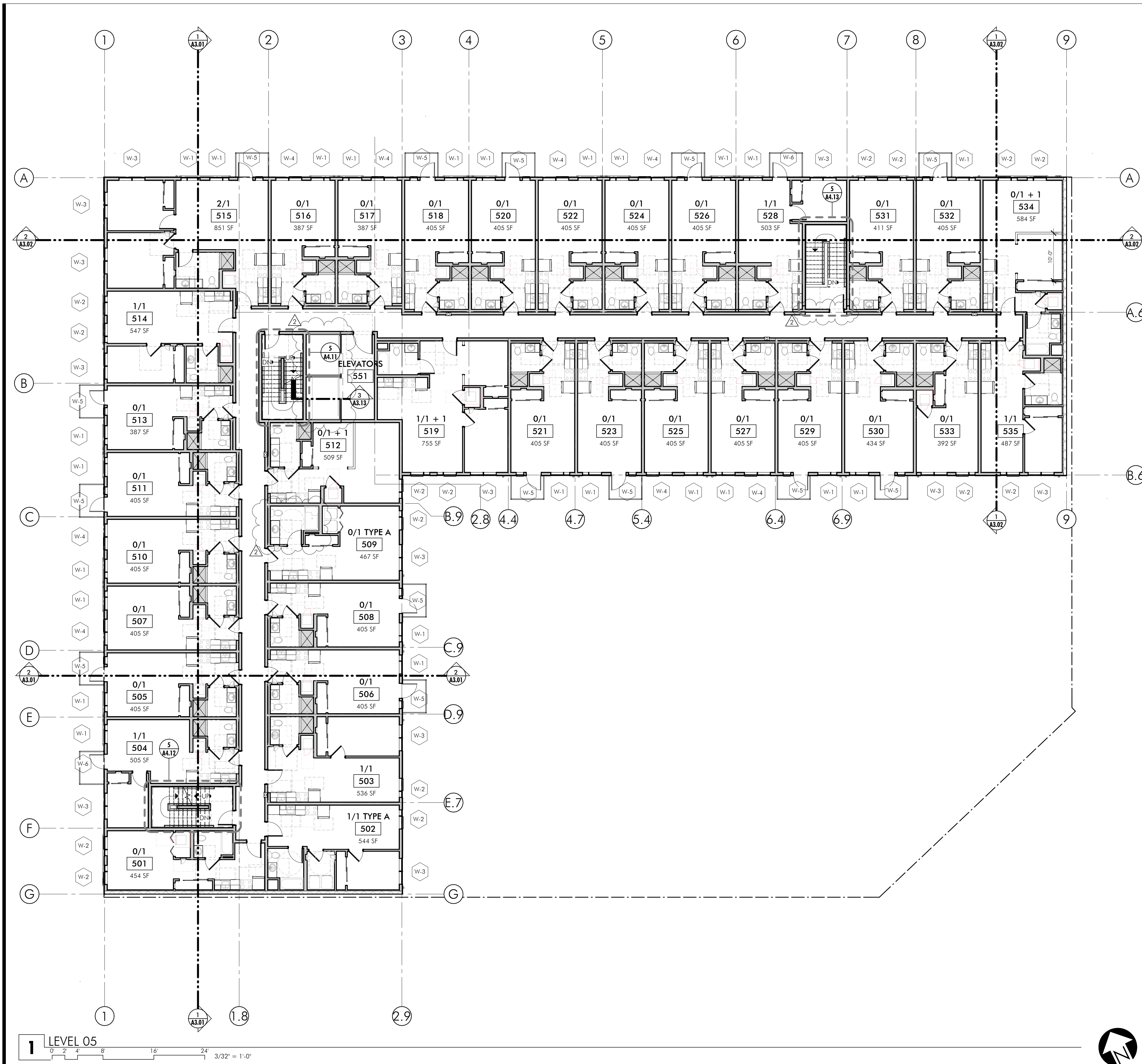
**CENTRAL CITY**

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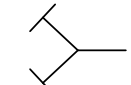
SHEET:


**A1.24**





PLAN LEGEND:

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**1** LEVEL 05

0' 2' 4' 8' 16' 24' 3/32" = 1'-0"

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REGISTERED ARCHITECT  
14449  
GRAND BOLANTE  
SALEM, OREGON  
STATE OF OREGON

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2 01/20/22 REV 2

NEW APARTMENT BUILDING  
**CENTRAL CITY**  
424 CENTER ST. NE SALEM, OREGON 97301

SHEET:  
**A1.25**

ELEVATION NOTES:

- 1 FIBER CEMENT PANEL. COLOR 1.
- 2 FIBER CEMENT PANEL. COLOR 2.
- 3 FIBER CEMENT PANEL. COLOR 3.
- 4 FIBER CEMENT PANEL. COLOR 4.
- 5 PROFILED, HORIZONTALLY ORIENTED METAL PANEL. COLOR 1.
- 6 PROFILED, VERTICALLY ORIENTED METAL PANEL. COLOR 1.
- 7 VERTICAL CONCRETE TILE, "BOARD FORM LOOK".
- 8 HORIZONTAL FIBER CEMENT SIDING.
- 9 SUSPENDED BALCONY W/ CABLE RAIL.
- 10 BELLY BAND.
- 11 PREFINISHED METAL CAP.
- 12 VINYL WINDOW, TYP.
- 13 ALUMINUM STOREFRONT.
- 14 CONCRETE MASONRY UNIT.
- 15 14' COIL GRILL ROLLUP DOOR.
- 16 3'-6" GATE.
- 17 ELECTRICAL METERS.
- 18 STEEL AWNING.
- 19 2X FRAMED TRIM.
- 20 PTHP GRILL.





NEW APARTMENT BUILDING  
CENTRAL CITY

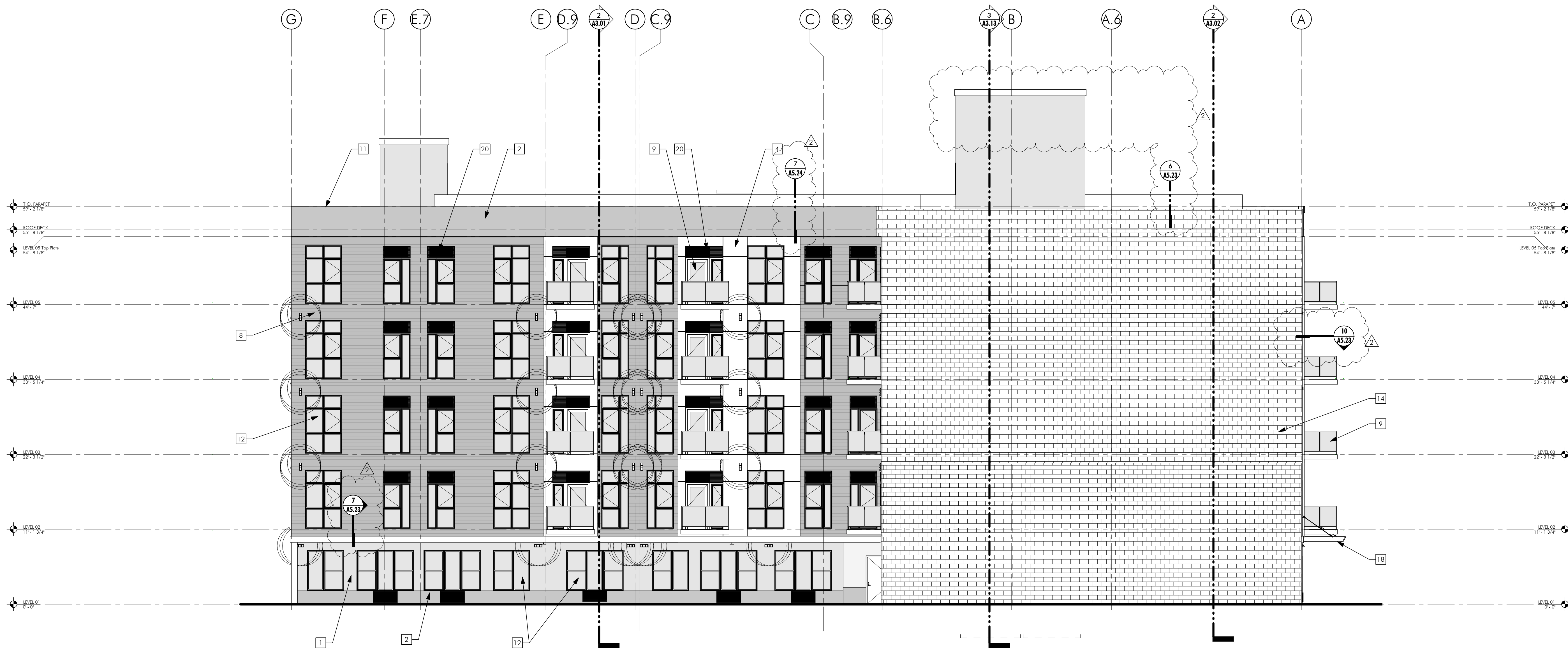
424 CENTER ST. NE SALEM, OREGON 97301

SHEET:

A2.02

ELEVATION NOTES:

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- 2 FIBER CEMENT PANEL. COLOR 2.
- 3 FIBER CEMENT PANEL. COLOR 3.
- 4 FIBER CEMENT PANEL. COLOR 4.
- 5 PROFILED, HORIZONTALLY ORIENTED METAL PANEL. COLOR 1.
- 6 PROFILED, VERTICALLY ORIENTED METAL PANEL. COLOR 1.
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- 16 3'-6" GATE.
- 17 ELECTRICAL METERS.
- 18 STEEL AWNING.
- 19 2X FRAMED TRIM.
- 20 PTHP GRILL.



1 EAST ELEVATION

0' 5' 10' 20' 40' 60' 1/8" = 1'-0"

ELEVATION NOTES:

- 1 FIBER CEMENT PANEL. COLOR 1.
- 2 FIBER CEMENT PANEL. COLOR 2.
- 3 FIBER CEMENT PANEL. COLOR 3.
- 4 FIBER CEMENT PANEL. COLOR 4.
- 5 PROFILED, HORIZONTALLY ORIENTED METAL PANEL. COLOR 1.
- 6 PROFILED, VERTICALLY ORIENTED METAL PANEL. COLOR 1.
- 7 VERTICAL CONCRETE TILE, "BOARD FORM LOOK".
- 8 HORIZONTAL FIBER CEMENT SIDING.
- 9 SUSPENDED BALCONY W/ CABLE RAIL.
- 10 BELLY BAND.
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- 13 ALUMINUM STOREFRONT.
- 14 CONCRETE MASONRY UNIT.
- 15 14' COIL GRILL ROLLUP DOOR.
- 16 3'-6" GATE.
- 17 ELECTRICAL METERS.
- 18 STEEL AWNING.
- 19 2X FRAMED TRIM.
- 20 PTHP GRILL.



1 SOUTH ELEVATION  
0' 5' 10' 20' 40' 60' 1/8" = 1'-0"



ELEVATION NOTES:

- 1 FIBER CEMENT PANEL. COLOR 1.
- 2 FIBER CEMENT PANEL. COLOR 2.
- 3 FIBER CEMENT PANEL. COLOR 3.
- 4 FIBER CEMENT PANEL. COLOR 4.
- 5 PROFILED, HORIZONTALLY ORIENTED METAL PANEL. COLOR 1.
- 6 PROFILED, VERTICALLY ORIENTED METAL PANEL. COLOR 1.
- 7 VERTICAL CONCRETE TILE, "BOARD FORM LOOK".
- 8 HORIZONTAL FIBER CEMENT SIDING.
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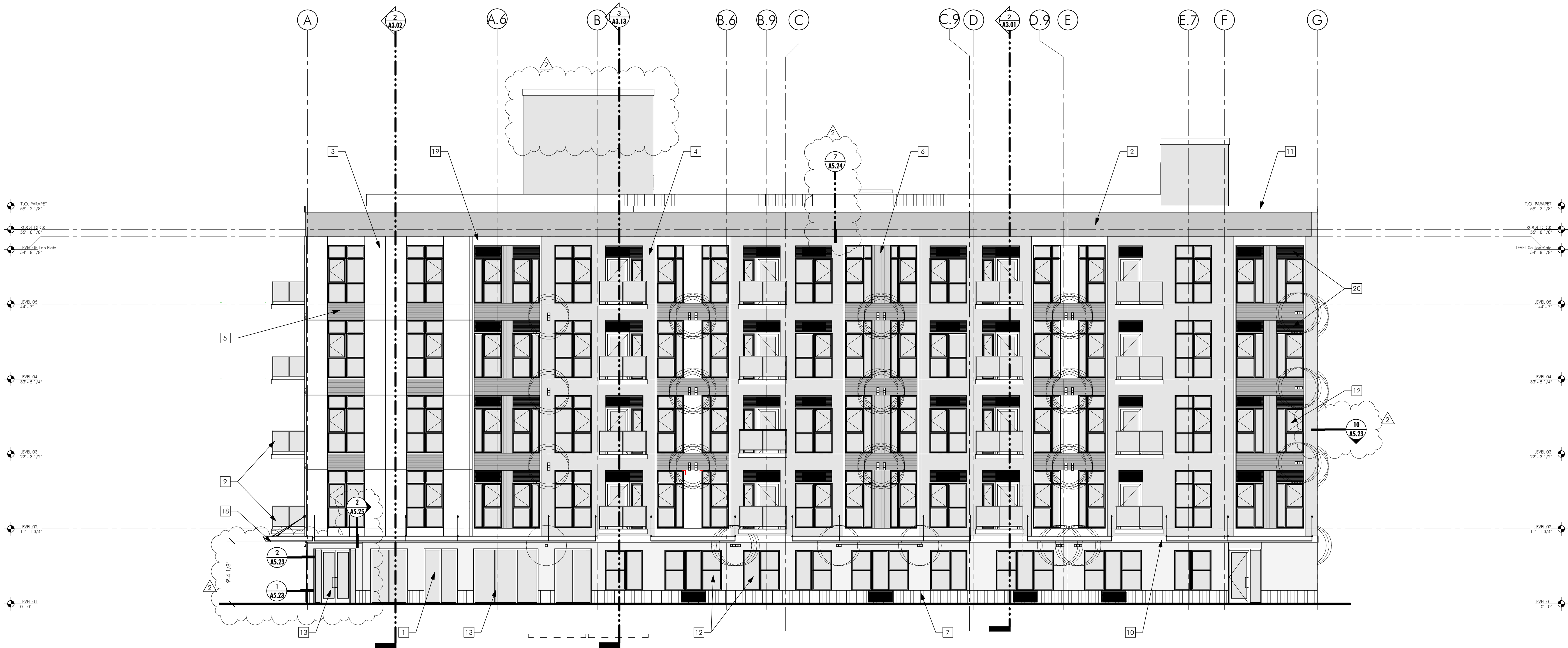
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NEW APARTMENT BUILDING  
CENTRAL CITY  
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SHEET:

A2.04



1 WEST ELEVATION





**1** | NW CORNER

STUDIO

**3**

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NEW APARTMENT BUILDING  
**CENTRAL CITY**

424 CENTER ST., NE SALEM, OREGON 97301

SHEET:

**G3.01**



NEW APARTMENT BUILDING  
**CENTRAL CITY**  
424 CENTER ST. NE SALEM, OREGON 97301





NEW APARTMENT BUILDING  
CENTRAL CITY  
424 CENTER ST. NE SALEM, OREGON 97301





NEW APARTMENT BUILDING  
**CENTRAL CITY**  
424 CENTER ST. NE SALEM, OREGON 97301





## CHAPTER 524. - CB—CENTRAL BUSINESS DISTRICT

### Sec. 524.005. - Uses.

- (a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the CB zone are set forth in Table 524-1.

*The proposed development consists of multifamily housing with tenant amenity spaces permitted within the CB zone.*

### Sec. 524.010. - Development standards.

Development within the CB zone must comply with the development standards set forth in this section.

- (a) *Lot standards.* Lots within the CB zone shall conform to the standards set forth in Table 524-2.

*Within the CB zone there are no minimum lot area and dimension requirements. There is a 16' minimum street frontage requirement for non-single-family uses, the proposed design meets this requirement.*

- (b) *Setbacks.* Setbacks within the CB zone shall be provided as set forth in Table 524-3.

*The CB zone has no interior front, interior side, or interior rear setbacks. The required abutting street setback is 0 ft or 10 ft. The proposed design has the building constructed contiguous to the street right-of-way property lines abutting Liberty and Center streets as preferred within the General Retail/Office overlay. There are however entry doors that cannot be placed at the property line or 10' in, therefore we have requested an adjustment to address these doors.*

- (c) *Lot coverage; height.* Buildings and accessory structures within the CB zone shall conform to the lot coverage and height standards set forth in Table 524-4.

*There is no maximum lot coverage requirement or building height limit established for buildings or accessory structures within the CB zone.*

- (d) *Landscaping.* Landscaping within the CB 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](#).

*Requirement will be met.*

- (2) *Vehicle use areas.* Vehicle use areas shall be landscaped as provided under SRC chapters [806](#) and [807](#).

*Requirement will be met.*



## CHAPTER 632. - GENERAL RETAIL/OFFICE OVERLAY ZONE

### Sec. 632.025. - Design review guidelines and design review standards.

(a) *Building location, orientation, and design.*

(1) *Building setbacks.*

(A) *Design review guidelines.*

- (i) Building setbacks from the street shall be minimized (see Figure 632-1). Buildings constructed contiguous to the street right-of-way are preferred.

*The proposed building is constructed contiguous to the property lines abutting Liberty Street and Center Street as preferred.*

(2) *Building orientation and design.*

(A) *Design review guidelines.*

- (i) Buildings shall create safe, pleasant, and active pedestrian environments.

*The proximity of the proposed building to the property line establishes a visual and physical connection between pedestrians and the building while coverings provided above entries and by bump-outs on upper levels provide a safe and pleasant environment for pedestrians.*

- (ii) Weather protection, in the form of awnings or canopies appropriate to the design of the building, shall be provided along ground floor building facades adjacent to a street in order to create a comfortable and inviting pedestrian environment.

*The proposed building entries are recessed to provide weather protection. Awnings or canopies as well as the projected patios above are included to provide weather protection along the public right of way.*

- (iii) Above grade pedestrian walkways shall not be provided to property located within the Salem Downtown Historic District.

*The existing walkway over Center Street from the mall to this will be removed by others. No new above ground pedestrian walkways are proposed.*

(B) *Design review standards.*

- (i) A primary building entrance shall be provided for each building facade facing a street. If a building has frontage on more than one street, a single primary building entrance may be provided at the corner of the building where the streets intersect (see Figure 632-2).

*The proposed primary entry is located at the corner of the building fronting Liberty Street and Center Street.*

- (ii) Ground floor building facades facing a street shall include transparent windows on a minimum of 65 percent of the ground floor facade. The windows shall not be mirrored or treated in such a way as to block visibility into the building. The windows shall have a minimum visible transmittance (VT) of 37 percent.

*The ground floor street facing facades include a minimum of 65% transparent windows with a minimum visible transmittance of 37 percent..*

*North Elevation Calculations:*

Window Calculation

Facade Length: 201'-10"

Linear Window/Opening Length: 138'-6" or 68.6% of Facade Length

*West Elevation Calculations:*

Window Calculation

Facade Length: 150'-4"

Linear Window/Opening Length: 98'-4" or 65.4% of Facade Length

- (iii) Upper floors of buildings shall incorporate vertical windows.

*Vertical windows are incorporated on upper floors.*

- (iv) Weather protection, in the form of awnings or canopies, shall be provided along a minimum of 90 percent of the length of the ground floor building facade adjacent to a street. Awnings or canopies shall have a minimum clearance height above the sidewalk of eight feet, and may encroach into the street right-of-way as provided in SRC [76.160](#).

*The proposed building entries are recessed to provide weather protection. Awnings or canopies as well as the projected patios above are included to provide weather protection along the public right of way. Provided overhead coverings meet minimum clearance height and length above sidewalks.*

*North Elevation Calculations:*

Awning/Balcony Calculation:

Ground Floor Length: 170'-5"

Linear Awning/Balcony Length: 164.17' or 96.33% of Facade Length



*West Elevation Calculations:*

Awning/Balcony Calculation:

Ground Floor Length: 150'-4"

Linear Awning/Balcony Length: 146.08' or 98.18% of Facade Length

- (v) Above grade pedestrian walkways may be provided, except that no above grade pedestrian walkway shall be provided to property located within the Salem Downtown Historic District.

*The proposed redevelopment includes the removal of the existing above ground pedestrian walkway over Center Street. No new above ground pedestrian walkways are proposed.*

## **CHAPTER 702. – MULTIPLE FAMILY DESIGN REVIEW STANDARDS**

*Though the proposed development is a multifamily development, multiple family design review, per SRC Chapter 702, is not required for multiple family development within either the CB zone or the General Retail/Office Overlay Zone.*

## **CHAPTER 806. - OFF-STREET PARKING, LOADING AND DRIVEWAYS**

### **Sec. 806.005. - Off-street parking; when required.**

*There is no minimum off-street parking required for the proposed 157 multiple family dwelling units. The current proposal provides 18 off-street parking spaces.*

*Compact parking – SRC 806.015(b) allows for the utilization of compact parking stalls to satisfy up to 75% of off-street parking. Compact parking currently accounts for 56% of provided parking.*

### **Sec. 806.035. - Off-street parking and vehicle use area development standards for uses or activities other than single family, two family, three family, and four family.**

*Parking and Vehicle Use Area Setback Adjacent to Buildings and Structures – SRC 806.035(c)(4) requires parking and vehicle use areas adjacent to buildings and structures to be setback from the exterior wall of the building or structure by a minimum 5-foot-wide landscape strip, planted to Type A landscaping standards, or a minimum 5-foot-wide pedestrian walkway. As shown on the proposed site plan, a pedestrian walkway in excess of 5 feet is provided between the proposed parking area and the building. The proposal therefore conforms to this standard.*

*Parking Stall & Parking Lot Drive Aisle Dimensions – SRC 806.035(e), Table 806-6, establishes minimum parking stall and parking lot drive aisle dimension standards. Parking stall and parking lot drive aisle dimensions are based upon the angle of the parking stalls and whether the stalls are standard or compact in size.*

*The dimension requirements for standard sized, 90-degree parking stalls are 9 ft. x 19 ft. The dimension requirements for compact sized, 90-degree parking stalls are 8 ft. x 15 ft.*

*Parking lot drive aisles serving all standard-sized, or a combination of standard and compact-sized, 90-degree stalls are required to have a minimum aisle width of 24 feet. Parking lot drive aisles serving only compact-sized, 90-degree parking stalls are required to have a minimum width of 22 feet.*

*Proposed parking stalls, drive aisles, and driveways meet applicable dimension requirements.*

## **Sec. 806.040. - Driveway development standards for uses or activities other than single family, two family, three family, or four family.**

*SRC 806.040(a) requires off-street parking and vehicle use areas to be accessed by either:*

- *Separate driveways for ingress and egress;*
- *A single driveway for ingress and egress within an adequate turnaround that is always available; or*
- *A loop to a single point of access.*

*The proposed parking lot is designed with a loop to a single point of access to Center Street in conformance with the standard.*

*Interior Landscaping Requirements – Interior landscaping is required for off street parking areas 5,000 square feet or greater in size. A minimum of 5 percent of the parking area must include interior landscaping.*

*The proposed parking area is approximately 9,321 square feet in size. 2,854 square feet of required landscaping is provided.*

*SRC 806.035(d)(3) requires a minimum of one deciduous shade tree to be planted within the parking lot for every 12 parking spaces. Based on the 18 parking spaces provided, a minimum of 2 deciduous trees will be provided within the parking area.*

*Driveways – SRC 806.040(d) establishes the minimum driveway width of a two-way driveway is 22 feet.*

*The driveway in the proposed site plan is 22 feet in width.*

## **Sec. 806.045. - Bicycle parking; when required.**

*SRC Chapter 806 establishes the minimum bicycle parking for multifamily uses as the greater of 4 spaces or 0.1 space per dwelling unit.*



*The proposed 157 dwelling units require a minimum of 16 bicycle parking spaces. 22 bicycle parking spaces are provided.*

### **Sec. 806.075. - Amount of off-street loading.**

SRC Chapter 806 requires 2 loading spaces for multifamily developments between 100-199 dwelling units.

*One (12'Wx19'Lx12'H) loading space is provided is provided on site, discussions occurred with the City to maintain an existing loading stall off Liberty Street that would count as the second loading space.*

### **Sec. 800.055. - Solid waste service areas.**

Solid Waste Service Areas – Pursuant to SRC 800.055(f)(1), a vehicle operation area a minimum of 15 feet in width and 45 feet in length is required in front of every receptacle in a solid waste service area in order to ensure adequate access by trucks for servicing. However, pursuant to SRC 800.055(f)(1)(B), the vehicle operation area does not need to be provided directly in front of the receptacles if they are 2 cubic yards or less in size and the vehicle operation area is in a location so the receptacles can be safely maneuvered manually not more than 45 feet into position for servicing at one end of the vehicle operation area.

*An internal solid waste facility is provided on the ground floor, the space is provided with exterior trash removal access. The trash room will be provided with 3 yard containers and recycling containers.*

### **Sec. 800.065. – Pedestrian access.**

Pedestrian connections are required:

- (1) Between building entrances and streets;
- (2) Between buildings on the same development site;
- (3) Through off-street parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles;
- (4) To existing or planned paths and trails; and
- (5) To abutting properties.

Pedestrian connections are required to be a minimum of 5 feet in width and paved with a hard-surface material meeting Public Works Design Standards.

*Minimum 5 feet pedestrian access is provided at all locations of instances listed above.*



## Request for Adjustment:

Date: February 3, 2022

**Subject: Central City**  
**424 Center Street**  
**Salem, Oregon 97301**

### Standard

Table 524 – CB-Central Business District  
 Table 524-3 Setbacks  
 Buildings: 0ft or 10ft

### Proposed:

1. Per the 2019 OSSC, egress doors serving greater than 50 occupants cannot swing into the building. The required out-swinging egress doors also cannot swing over the property line. An adjustment is requested to allow the egress doors to be recessed as necessary to meet building code requirements while striving to meet the 0' setback requirement.

### 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*

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

*The proposed doors that are required to be recessed still fall between 0' and 10'. They are recessed only as far back as required by building code. All other building faces have a 0' setback along the street facing façades.*

*(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 and have no impact on the character or quality of the standards set forth in the SRC.

**Request for Adjustment:**

Date: February 3, 2022

**Subject: Central City**  
**424 Center Street**  
**Salem, Oregon 97301**

Standard

Sec. 806.075 Amount of Off-Street Loading  
Table 809-9 Minimum Off-Street Loading; Dimensions  
Multiple Family – Spaces Required=2

Proposed:

1. One loading space is located on-site in the rear of the lot. An adjustment is requested to provide the second required loading space on-street.

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*

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

*Two loading spaces are still provided directly adjacent to the building. The requested location of the on-street loading does not compromise proximity or ease of use of the loading space in service to the building.*

*(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 and have no impact on the character or quality of the standards set forth in the SRC.



## Request for Adjustment:

Date: February 3, 2022

**Subject: Central City**  
**424 Center Street**  
**Salem, Oregon 97301**

### Standard

Sec. 804.035 Access onto Major and Minor Arterials

(d) *Spacing.* Driveway approaches providing direct access to a major or minor arterial shall be no less than 370 feet from the nearest driveway or street intersection, measured from centerline to centerline.

### Proposed:

1. We have positioned the driveway along Center St as far as possible from the intersection of Liberty Street and Center Street. The center of the proposed driveway is located 236'-0" from the centerline of Liberty Street.

### 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*

The property width along Center street is 203' feet therefore the standard is inapplicable.

*(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.*


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 and have no impact on the character or quality of the standards set forth in the SRC.

**TO:** Aaron Panko, Planner III  
Community Development Department

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

**DATE:** March 10, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS  
SPR-ADJ-DAP-DR22-10 (21-115353)  
420 CENTER STREET NE  
MULTI-FAMILY APARTMENT BUILDING**

## **PROPOSAL**

A Class 3 Site Plan Review, Class 2 Driveway Approach Permit, and Class 2 Adjustment for the development of a new five-story multi-family apartment building containing 157 dwelling units at the former Nordstrom site. The property is approximately 0.69 acres in size, zoned CB (Central Business District) and within the General Retail/Office Overlay Zone, and located at 420 Center Street NE 97301 (Marion County Assessors Map and Tax Lot number: 073W22DC / 05100).

## **RECOMMENDED CONDITIONS OF APPROVAL**

1. Obtain a revocable license for the steel canopy and balconies encroaching into the right-of-way pursuant to SRC 76.150.

## **FACTS**

### **Streets**

1. Center Street NE
  - 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 60-foot improvement within a 100-foot-wide right-of-way abutting the subject property.



2. Liberty Street NE

- 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 60-foot improvement within a 96-foot-wide right-of-way abutting the subject property.

**Storm Drainage**

1. Existing Conditions

- a. A 36-inch storm main is located in Center Street NE.

**Water**

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 10-inch water main is located in Center Street NE.
- c. A 12-inch water main is located in Liberty Street NE.

**Sanitary Sewer**

1. Existing Conditions

- a. An 8-inch sewer main is located in Center Street NE.

**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 and approval of the adjustment for driveway spacing, 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**—Center Street NE and Liberty Street NE meet the right-of-way width standards for their street classification per the Salem TSP; therefore, no right-of way dedication is required as a condition of the proposed development.

The existing configuration of Center Street NE and Liberty Street NE do not meet current streetscape standards pursuant to PWDS. However, streetscape improvements along the development frontages of Center Street NE and Liberty Street NE are fully funded and committed as part of a Capital Improvement Program project (PN: 682083-4); therefore, no street improvements are required as a condition of the proposed development (SRC 803.040(d)(1)).

The application materials show an overhead steel canopy structure and balconies encroaching into the right-of-way. Prior to construction, the applicant shall obtain a revocable license for encroachment pursuant to SRC 76.150.

**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 proposed driveway access onto Center Street NE, with approval of the spacing adjustment, provides for safe turning movements into and out of the property.

**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 water, sewer, and stormwater infrastructure in Center Street NE.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The applicant's engineer shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

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 is located less than 370 feet from adjacent street intersections; therefore, a Class 2 adjustment is required for driveway spacing as described below. Otherwise, the proposed driveway 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**—One access is proposed to 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 subject property only abuts streets that have a Major Arterial classification.

**(5) Proposed driveway approach meets vision clearance standards;**

**Finding**—The proposed driveway meets the PWDS vision clearance standards set forth in SRC Chapter 805.

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

**Finding**—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates 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 that 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 proposed driveway approach is located on a Major Arterial street and does not create a significant impact to 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 driveway approach is not located in the vicinity of a residentially zoned area. The driveway will not have an effect on the functionality of the adjacent streets.

**CRITERIA AND FINDINGS—Class 2 Adjustments**

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 reduced spacing between driveways less than the standard of 370 feet. The development is proposing one new mid-block driveway on Center Street NE, which is a one-way street within the vicinity of the proposed development. Pursuant to SRC 804.035(a)(2)(B), the proposed driveway is allowed because the development does not abut a Local or Collector street. Additionally, the applicant provided a written statement regarding the driveway location, identifying that the proposed driveway is located along Center Street NE as far from the intersection of Liberty Street NE and Center Street NE as possible. The center of the proposed driveway is located 236 feet from the centerline of Liberty Street NE. The proposed driveway configuration has been evaluated by the Assistant City Traffic Engineer and 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



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

March 3, 2022

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

RE: Land Use Activity Case No. SPR-ADJ-DAP-DR22-10, 420 Center St NE

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
Bush	Elementary	K thru 5
Leslie	Middle	6 thru 8
South Salem	High	9 thru 12

*Table 1*

#### **SCHOOL CAPACITY & CURRENT ENROLLMENT**

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



School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Bush	Elementary	273	322	85%
Leslie	Middle	769	944	81%
South Salem	High	2,258	2,248	100%

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 2021 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	157	MF	0.164	26
Middle			0.085	13
High			0.096	15

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
Bush	Elem.	273	7	26	33	322	95%
Leslie	Mid.	769	38	13	51	944	87%
South Salem	High	2,258	188	15	203	2,248	110%

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
Bush	Elementary	Eligible for School Transportation
Leslie	Middle	Eligible for School Transportation
South Salem	High	Eligible for School Transportation

Table 5

## ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	26	\$64,220	\$1,669,720
Middle	13	\$76,882	\$999,466
High	15	\$89,544	\$1,343,160
TOTAL			\$4,012,346

Table 6

\*Cornerstone Management Group, Inc. estimates based on RLB cost index average, 2021 Fourth Quarter.

Note: We recommend a bus pullout to allow a school bus to load from the sidewalk on the right side of the bus. This would allow students to load onto the bus without a red light bus stop.

Sincerely,



David Fridenmaker, Manager  
Planning and Property Services

c: Robert Silva, Chief Operations Officer, David Hughes, Director of Operations & Logistics, T.J. Crockett, Director of Transportation