

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



*Si necesita ayuda para comprender esta informacion, por favor llame
503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW / CLASS 2 ADJUSTMENT / CLASS 1 DESIGN REVIEW CASE NO.: SPR-ADJ-DR22-13

APPLICATION NO.: 21-119953-RP, 21-119956-ZO, 22-102268-DR

NOTICE OF DECISION DATE: April 14, 2022

SUMMARY: A proposal for renovations to Hallman Elementary school including development of a new vehicle use area.

REQUEST: A Class 3 Site Plan Review, Class 2 Adjustments, and Class 1 Design Review for renovations of Hallman Elementary School. The proposal includes a new vehicle use area which will include parking, pick-up and drop-off area, two new classrooms, gym renovation, and other interior improvements. Three Class 2 Adjustments are requested for the following:

- 1) eliminate the pedestrian connection standard which requires a pedestrian connection between main entrances when a building has more than one primary entrance;
- 2) adjust bicycles siting standards to allow existing bicycle parking located farther than fifty feet from the main entrance; and
- 3) increase the maximum off-street parking allowed from 77 to 108.

The property is located at 4000 Deerhaven Dr NE and 4130 Portland Rd NE, split-zoned RS (Single Family Residential) and CR (Commercial Retail) and partially within the Portland/Fairgrounds Road Overlay Zone (Marion Co. Tax Lot Nos. 073W12AC/3201 and 073W12AC/3200).

APPLICANT: Joel Smallwood

LOCATION: 4000 Deerhaven Dr NE and 4130 Portland Rd NE, Salem OR 97301

CRITERIA: Salem Revised Code (SRC) Chapters 220.005(f)(3) – Class 3 Site Plan Review; 250.005(d)(2) – Class 2 Adjustment; 804.025(d) – Class 1 Design Review

FINDINGS: The findings are in the attached Decision dated April 14, 2022.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review / Class 2 Adjustment / Class 1 Design Review Case No. SPR-ADJ-DR22-13 subject to the following conditions of approval:

Condition 1: The applicant shall consolidate 4000 Deerhaven Dr NE and 4130 Portland Rd NE, (Marion Co Tax Lot Nos. 073W12AC/3201 and 073W12AC/3200) prior to final occupancy.

Condition 2: Construct overhead school zone speed flashers and associated signage to the north and south of the subject property on Portland Road NE.

- Condition 3:** The applicant shall provide a minimum of 20,000 sq. ft. of Type A landscaping within the portion of the site located in the Portland/Fairgrounds Road Overlay Zone.
- Condition 4:** Any fence installed on the subject property adjacent to Portland Rd NE shall be made of cast iron or wrought iron.
- Condition 5:** Any freestanding sign installed along Portland Rd NE shall not be more than five feet in height and shall be placed upon a foundation.

The rights granted by the attached decision must be exercised, or an extension granted, by The dates below, or this approval shall be null and void.

| | |
|--------------------------|-----------------------|
| Class 3 Site Plan Review | <u>April 30, 2026</u> |
| Class 2 Adjustment | <u>April 30, 2024</u> |
| Class 1 Design Review | <u>April 30, 2024</u> |

| | |
|----------------------------------|--------------------------|
| Application Deemed Complete: | <u>February 24, 2022</u> |
| Notice of Decision Mailing Date: | <u>April 14, 2022</u> |
| Decision Effective Date: | <u>April 30, 2022</u> |
| State Mandate Date: | <u>June 24, 2022</u> |

Case Manager: Kirsten Straus, kstraus@cityofsalem.net, 503-540-2347

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m. Friday, April 29, 2022. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220, 250, 804. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

<http://www.cityofsalem.net/planning>

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

| | | |
|-------------------------------------|---|---------------------------|
| IN THE MATTER OF APPROVAL OF |) | FINDINGS AND ORDER |
| CLASS 3 SITE PLAN REVIEW, |) | |
| CLASS 2 ADJUSMENT, |) | |
| AND CLASS 1 DESIGN REVIEW |) | |
| PERMIT CASE NO. 22-13 |) | |
| 4000 DEERHAVEN DR NE AND |) | |
| 4130 PORTLAND RD NE |) | April 14, 2022 |

In the matter of the application for a Class 3 site plan review and Class 2 driveway approach permit submitted by the agent, Mark Shipman for Saalfeld Griggs, on behalf of the applicant and property owner, Joel Smallwood for Salem-Keizer School District, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: A proposal for renovations to Hallman Elementary school including development of a new vehicle use area.

Request: A Class 3 Site Plan Review, Class 2 Adjustments, and Class 1 Design Review for renovations of Hallman Elementary School. The proposal includes a new vehicle use area which will include parking, pick-up and drop-off area, two new classrooms, gym renovation, and other interior improvements. Three Class 2 Adjustments are requested for the following:

- 1) Eliminate the pedestrian connection standard which requires a pedestrian connection between main entrances when a building has more than one primary entrance;
- 2) Adjust bicycles siting standards to allow existing bicycle parking located farther than fifty feet from the main entrance; and
- 3) Increase the maximum off-street parking allowed from 77 to 108.

The property is located at 4000 Deerhaven Dr NE and 4130 Portland Rd NE, split-zoned RS (Single Family Residential) and CR (Commercial Retail) and partially within the Portland/Fairgrounds Road Overlay Zone (Marion Co. Tax Lot Nos. 073W12AC/3201 and 073W12AC/3200).

A vicinity map and zoning map illustrating the location and zoning of the property is attached hereto, and made a part of this decision (**Attachment A**).

FINDINGS

1. Class 3 Site Plan Review Applicability

Site plan review is intended to provide a unified, consistent, and efficient means to review proposed development that requires a building permit, other than single-family,

duplex residential, and installation of signs, to ensure that such development meets all applicable requirements imposed by the Salem Revised Code (SRC). SRC 220.005(b)(3) requires Class 3 site plan review for any development that requires a building permit, and that involves a land use decision or limited land use decision, as those terms are defined in ORS 197.015.

Class 3 site plan review is required for this application pursuant to SRC 220.005(b)(3)(C) because Class 2 Adjustments have been requested and a Class 1 Design Review is required for development in the Portland/Fairground Road Overlay.

2. Background

On October 25, 2022, a consolidated Class 3 Site Plan Review with Class 2 Adjustments was submitted for a proposal for an expansion to an existing school including a new vehicle use area, two new classrooms, gym renovation, and other interior improvements. On January 19, 2022 an application for a Class 1 Design Review was submitted in compliance with the requirements of SRC Chapter 603, Portland-Fairgrounds Overlay Zone, which requires Design Review for any development within the zone. The application was deemed complete on February 24, 2022 and sent out for comment on the same day. The 120-day deadline for this decision is June 24, 2022.

The proposal includes development of a new parking/drop-off area and the renovation of Hallman Elementary School including two new classrooms, a security vestibule remodel, acoustical and divider upgrades, gym renovation, and other interior improvements, and solar facilities. The properties are located at 4000 Deerhaven Dr NE and 4130 Portland Rd NE. The subject property is split-zoned RS (Single Family Residential) and CR (Commercial Retail) and partially within the Portland/Fairgrounds Road Overlay Zone. The RS portion of the lot is addressed 4000 Deerhaven Dr NE (Marion Co Tax Lot No. 073W12AC/3201). The CR portion is entirely within the currently Portland/Fairgrounds Road Overlay Zone and is currently addressed at 4130 Portland Rd NE (Marion County Tax Lot 073W12AC/3200).

The applicant's proposed site plan is included as **Attachment B** with the applicant's written statement addressing the approval criteria.

The subject property is currently two parcels. The applicant has submitted a property line adjustment to consolidate the two properties, which will require a Validation of a Unit of Land prior to processing. The application submittal is reviewed reflecting the removal of the property lines, as conditioned below.

SUBSTANTIVE FINDINGS

3. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online

Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 21 119953.

4. Neighborhood Association and Public Comments:

The subject property is located within the boundaries of the Northgate Neighborhood Association (Northgate).

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On October 21, 2021, the applicant's representative contacted the Northgate Chair and Land Use Chair informing them of the proposed project.

Neighborhood Association Comment: Notice of the application was provided to Northgate pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. Northgate submitted the following comment: "We approve all three adjustments to be made to the school and they will help the surrounding residents to be able to access their own roads again. It seems without these improvements, the neighboring residents had no accessibility to their own homes due to long line of cars driven by parents bringing or picking up their children thus was a great burden on the neighbors for over 20 years. This will be a win-win for all!"

Public Comment

Notice was also provided, pursuant to SRC 300.620(b)(2)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property.

As of the date of completion of this decision, comments from two individuals have been received. The comments, in summary, generally express support for the proposal and the relief which the project might have for on-street parking issues on Feline Ave.

Homeowners Association

The subject property is not located within a Homeowners Association.

5. City Department Comments

The Public Works Department reviewed the proposal and provided a memo which is included as **Attachment C**.

The Building and Safety Division and Fire Department reviewed the proposal and indicated no concerns.

6. Public Agency Comments

Notice of the proposal was provided to public agencies, and to public and private service providers. No comments were received.

DECISION CRITERIA

7. Analysis of Class 3 Site Plan Review Approval Criteria

SRC 220.005(f)(3) states:

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

- (1) The application meets all applicable standards of the UDC;
- (2) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately;
- (3) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians; and
- (4) The proposed development will be adequately served with City water, sewer, stormwater facilities, and other utilities appropriate to the nature of the development.

Criterion 1:

The application meets all applicable standards of the UDC.

Finding: As this development is split-zoned and partially within the Portland/Fairgrounds Road Overlay zone, the specific zoning of each section is evaluated independently. The proposed development conforms to SRC Chapter 511, 522, 603, and all other applicable development standards of the Salem Revised Code as follows:

CHAPTER 511. RS—SINGLE FAMILY RESIDENTIAL

Sec. 511.005. Uses.

Per table 511-1, Basic Education is a special use within the RS zone, subject to SRC 700.010. The special use standards are addressed as follows:

Sec. 700.010. Basic education.

Where designated as a special use, basic education shall comply with the additional standards set forth in this section.

(a) Setbacks.

- (1) Buildings shall be set back from every lot line a minimum of one foot for each one foot of building height; provided, however, the setback need not exceed 35 feet in depth.
- (2) Off-street parking and loading areas shall be setback a minimum of ten feet from any abutting residentially zoned property or property used for a residential use.

Finding: There are two new classrooms being proposed within the RS section of the property. The new classrooms are approximately twenty-two feet in height, requiring a twenty-two-foot setback. The applicant has provided a site plan showing that the new structure is approximately thirty feet from the closest southern property line and two and

a half feet from the western property line. As described in the background, the applicant has entered into an MOU agreeing to remove the property line currently located in middle of the development site. In order to ensure compliance with this standard, the following condition shall apply:

Condition 1: The applicant shall consolidate 4000 Deerhaven Dr NE and 4130 Portland Rd NE, (Marion Co Tax Lot Nos. 073W12AC/3201 and 073W12AC/3200) prior to final occupancy.

There are no new off-street parking or loading areas proposed within the RS zoned section of the development site. As conditioned, the proposal meets the standard.

Finding: As conditioned, the proposal meets the special use standards and therefore is allowed within the RS portion of the development site. The proposal meets the standard.

Sec. 511.010. Development standards.

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

(a) *Lot standards.* Lots within the RS zone shall conform to the standards set forth in Table 511-2.

| TABLE 511-2. LOT STANDARDS | | |
|-----------------------------------|--------------------------------|---|
| Requirement | Standard | Limitations & Qualifications |
| Lot Area | | |
| All other uses | Min. 6,000 sq. ft. | |
| Lot Width | | |
| All Uses | Min. 40 ft. | |
| Lot Depth | | |
| All other uses | Min. 80 ft. | |
| | Max. 300% of average lot width | |
| Street Frontage | | |
| All other uses | Min. 40 ft. | |

Finding: The applicant is not proposing any changes to the RS zoned property as part of this proposal and it currently meets the standards outlined in the table above. The consolidation will be evaluated for compliance with this section at the time of property line adjustment. This standard is met.

(b) *Setbacks.* Setbacks within the RS zone shall be provided as set forth in Table 511-3.

| TABLE 511-3. SETBACKS | | |
|------------------------------|-----------------|---|
| Requirement | Standard | Limitations & Qualifications |
| Abutting Street | | |

| | | |
|-----------------------|-------------|---|
| Buildings | | |
| All uses | Min. 12 ft. | |
| Interior Front | | |
| Buildings | | |
| All uses | Min. 12 ft. | |
| Interior Side | | |
| Buildings | | |
| All other uses | Min. 5 ft. | Applicable to buildings not more than 35 ft. in height. |
| Interior Rear | | |
| Buildings | | |
| All uses | Min. 20 ft. | Applicable to any portion of a building greater than 1 story in height. |

Finding: The special use standards require a greater setback for Basic Education uses than those in Chapter 511. As demonstrated in the section addressing the special setbacks, the proposal meets the standards.

(c) *Lot coverage; height.* Buildings and accessory structures within the RS zone shall conform to the lot coverage and height standards set forth in Table 511-4.

| TABLE 511-4. LOT COVERAGE; HEIGHT | | |
|---|-----------------|---|
| Requirement | Standard | Limitations & Qualifications |
| Lot Coverage | | |
| Buildings and Accessory Structures | | |
| All other uses | Max. 35% | |
| Rear Yard Coverage | | |
| Buildings | | |
| All uses | N/A | |
| Height | | |
| Buildings | | |
| All other uses | Max. 50 ft. | |

Finding: The RS zoned portion of the development site is approximately 255,700 sq. ft. in size, requiring a maximum of 89,495 sq. ft. in coverage. The applicant has provided a site plan showing that showing the new classroom addition will result in approximately 32,000 of coverage from buildings and accessory structures. The new classrooms are twenty-two feet in height. This standard is met.

(d)– (f) *Maximum square footage for all accessory structures; Garages required; and Development standards for continued uses.*

Finding: The standards from SRC 511.005(d)-(f) do not apply the proposed development as the use is not single-family nor is the use consider a continued use.

CHAPTER 522. CR—RETAIL COMMERCIAL

The western portion of the site, where the new parking lot and drop off area accessory to the *basic education* use will be located, is zoned CR and within the Portland/Fairgrounds Road Overlay zone.

Sec. 522.005. Uses.

- (a) Except as otherwise provided in this section, the permitted (P), special (S), conditional (C), and prohibited (N) uses in the CR zone are set forth in Table 522-1.

| TABLE 522-1. USES | | |
|---------------------------|--------|------------------------------|
| Use | Status | Limitations & Qualifications |
| Education Services | | |
| Basic education | P | |

Finding: The parking area is accessory to the basic education use on the development site and is thus a permitted use in the zone. This standard is met.

Sec. 522.010. Development standards.

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

- (a) *Lot standards.* Lots within the CR zone shall conform to the standards set forth in Table 522-2.

| TABLE 522-2. LOT STANDARDS | | |
|----------------------------|-------------|------------------------------|
| Requirement | Standard | Limitations & Qualifications |
| Lot Area | | |
| All uses | None | |
| Lot Width | | |
| All uses | None | |
| Lot Depth | | |
| All uses | None | |
| Street Frontage | | |
| All other uses | Min. 16 ft. | |

Finding: The applicant is not proposing any changes to the CR zoned property as part of this proposal and it currently meets the standards outlined in the table above. The consolidation will be evaluated for compliance with this section at the time of property line adjustment. This standard is met.

- (b) *Setbacks.* Setbacks within the CR zone shall be provided as set forth in Tables 522-3 and 522-4.

| TABLE 522-3. SETBACKS | | |
|-----------------------|----------|------------------------------|
| Requirement | Standard | Limitations & Qualifications |

| Abutting Street | | |
|-------------------|------------------------------------|--|
| Vehicle Use Areas | | |
| All uses | Per SRC chapter 806 | |
| Interior Side | | |
| Vehicle Use Areas | | |
| All other uses | Zone-to-zone setback (Table 522-4) | |
| Interior Rear | | |
| Vehicle Use Areas | | |
| All other uses | Zone-to-zone setback (Table 522-4) | |

| TABLE 522-4. ZONE-TO-ZONE SETBACKS | | | |
|------------------------------------|------------------------------------|------------------------|-------------------------|
| Abutting Zone | Type of Improvement | Setback ⁽¹⁾ | Landscaping & Screening |
| Commercial Zone | Buildings and accessory structures | None | N/A |
| | Vehicle use areas | Min. 5 ft. | Type A |

Finding: The setback requirements of the CR zone are as follows:

North: The CR portion of the property is adjacent to commercially zoned property on the north, requiring a minimum of five feet setback. The site plan demonstrates a minimum of five feet between the property line and the proposed vehicle use area.

East: The development site is split zoned with a property line located in the middle. The applicant has proposed a Property Line Adjustment to remove this property line. As conditioned above, this standard is met.

South: The CR portion of the property is adjacent to commercially zoned property on the north, requiring a minimum of five feet setback. The site plan demonstrates a minimum of five feet between the property line and the proposed vehicle use area.

West: The property is adjacent to the street on the western side, requiring setbacks according to Chapter 806, addressed in a section below.

(c) *Lot coverage; height.* Buildings and accessory structures within the CR zone shall conform to the lot coverage and height standards set forth in Table 522-5.

| TABLE 522-5. LOT COVERAGE; HEIGHT | | |
|---|----------|------------------------------|
| Requirement | Standard | Limitations & Qualifications |
| Lot Coverage | | |
| Buildings and Accessory Structures | | |

| | | |
|--|-------------|--|
| All uses | No Max. | |
| Rear Yard Coverage | | |
| Buildings | | |
| All uses | N/A | |
| Accessory Structures | | |
| Accessory to all uses | No Max. | |
| Height | | |
| Buildings | | |
| All uses | Max. 50 ft. | |
| Accessory Structures | | |
| Accessory to single family, three family, four family, and multiple family | Max. 15 ft. | |
| Accessory to all other uses | Max. 50 ft. | |

Finding: The applicant is not proposing any buildings or accessory structures in the CR zoned portion of this development site. This standard is not applicable.

(d) *Landscaping.*

(1) *Setbacks.* Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.

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

(3) *Development site.* A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.

Finding: The applicant has provided a landscaping plan that tentatively meets the setback and overall development standards of the zone. The site area is approximately 346,178 sq. ft. and the proposed landscaping across the development site is 194,071 sq. ft., or 56 percent. Full compliance with the landscaping standards will be confirmed at time of building permit. Analysis of the required landscaping for a vehicle use areas is included in the analysis for Chapter 806 and 807 below.

CHAPTER 603. PORTLAND-FAIRGROUNDS ROAD OVERLAY ZONE

Sec. 603.015(a)-(b). Uses.

Except as otherwise provided in this section, any use that is a permitted, special, conditional, or prohibited use in the underlying zone is a permitted, special, conditional, or prohibited use in the Portland/Fairgrounds Road Overlay Zone.

Finding: The applicant is proposing a parking and vehicle-drop off area that serves the adjacent Hallman Elementary School as an accessory use on the development site. As Basic Education is a special use in the underlying zone, the Portland-Fairgrounds Road Overlay Zone does not impose any further limitation on that use. This standard is met.

Sec. 603.020. Development standards.

Development within the Portland/Fairgrounds Road Overlay Zone must comply with the development standards applicable in the underlying zone and the development standards set forth in this section. The development standards in this section are in addition to, and not in lieu of, all other applicable development standards in the underlying zone. Where the development standards in this section conflict with the development standards applicable in the underlying zone, the development standards in this section shall be the applicable development standard.

(b) *Lot standards.* Lots for townhouses within the Portland/Fairgrounds Road Overlay Zone shall conform to the standards set forth in Table 603-2.

Finding: The applicant is not proposing townhouses; this standard is not applicable.

(c) *Dwelling unit density.* Dwelling unit density within the Portland/Fairgrounds Overlay Zone shall conform to the standards set forth in Table 603-3. Dwelling unit density cannot be varied or adjusted.

Finding: The applicant is not proposing a residential use; this standard is not applicable.

(d) *Setbacks.* Setbacks within the Portland/Fairgrounds Road Overlay Zone shall be provided as set forth in Table 603-4.

Finding: Residential uses within the Portland/Fairgrounds Road require additional setbacks beyond those in the underlying zone. As the applicant is not proposing a residential use, this standard does not apply.

(e) *Landscaping.* Berms, mounds, raised beds, and grade drops shall not be allowed as a landscaping treatment, unless a bioswale treatment system or approved landscaping exists to adequately collect water runoff and the berms, mounds, raised beds, and grade drops do not exceed a 3:1 slope.

Finding: The applicant is not proposing berms, mounds, raised beds, nor grade drops as a landscaping treatment, this standard is met.

(f) *Off-street parking and loading areas.*

- (1) Planter bays or islands shall have a minimum planting area of 50 square feet.
- (2) A minimum of one tree per eight parking spaces is required, of which a maximum of 25 percent may be evergreen trees. Trees shall be planted within 20 feet of the parking lot perimeter. Trees within the public street right-of-way shall not count toward the tree planting requirements.
- (3) Off-street parking may be provided no more than 800 feet from the edge of the lot, or contiguous lots, upon which the main building is located.
- (4) Employee off-street parking may be provided no more than 2,000 feet from the edge of the lot, or contiguous lots, upon which the main building is located.
- (5) Parking lot light structures shall not exceed 25 feet in height.

Finding: The applicant has provided a landscaping plan which shows each planter bay/island has a minimum of fifty square feet. There are seventy-seven parking spaces proposed within the overlay, requiring a minimum of ten trees; the applicant is proposing more than ten trees within twenty feet of the parking lot perimeter. The off-street parking (for employee or visitor) is proposed within 800 feet of the main building. Lights are proposed at twenty-five feet in height for the parking areas (and 12 feet for the pedestrian pathways). This standard is met.

(g) *Screening.*

- (1) Trash receptacles shall be screened from adjacent household living uses and streets by a sight-obscuring fence, wall, or hedge.
- (2) Concertina or barbed wire fencing shall not be located within 60 feet of the street right-of-way, unless such fencing is obstructed by a building or structure.
- (3) Concertina or barbed wire fencing shall be screened from public view and adjacent property by sight-obscuring landscaping.

Finding: There are no proposed changes to the existing trash receptacles. There is also no concertina or barbed wire proposed. This standard is met.

(h) *Outdoor storage.*

- (1) Outdoor storage areas shall not be located within required setbacks.
- (2) Outdoor storage areas shall be enclosed by a minimum six-foot-high sight-obscuring fence, wall, hedge, or berm; provided, however, items more than six feet in height above grade shall be screened by sight-obscuring landscaping.
- (3) Items stored within outdoor storage areas shall not exceed a maximum height of 14 feet above grade.

Finding: There are no outdoor storage areas proposed, this standard does not apply.

(i) *Pedestrian access.*

- (1) A pedestrian connection shall be provided from the public sidewalk to the primary building entrance.
- (2) A pedestrian connection through the parking area to the primary building entrance shall be provided when the parking area is greater than 60 feet in depth.
- (3) Within shopping centers, office complexes, and mixed-use developments, pedestrian connections shall be provided to connect the buildings. Pedestrian connections shall be the most practical, direct route.
- (4) Pedestrian connections shall be a minimum of five feet in width, and defined by visual contrast or tactile finish texture.
- (5) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Finding: The applicant has provided a site plan showing a pedestrian connection through the parking area from the public sidewalk to the main building entrance. It is shown as six feet in width and is visually differentiated and raised above the parking area per the project enhancements below. There are no areas where the proposed parking spaces will encroach onto the pedestrian pathway. This standard is met.

- (j) *Project enhancements.* Development within the Portland/Fairgrounds Road Overlay Zone shall include four or more of the following project enhancements:
- (1) Closure of one driveway approach on Portland/Fairgrounds Road;
 - (2) Joint parking agreement under SRC 806.020(a)(5), or implementation of a plan to satisfy off-street parking requirements through alternative modes of transportation under SRC 806.015(e)(2);
 - (3) Freestanding sign not more than five feet in height and placed upon a foundation;
 - (4) Weather protection, in the form of awnings or canopies, along more than 50 percent of the length of the ground floor building facade adjacent to sidewalks or pedestrian connections;
 - (5) Cast iron or wrought iron fencing adjacent to Portland/Fairgrounds Road;
 - (6) Pedestrian connections that are:
 - (A) Constructed with pavers, scored or colored cement, and/or stamped asphalt;
 - (B) Elevated above the parking area and driveway; or
 - (C) Defined with landscaping or building features such as canopies, awnings, or arcades;
 - (7) Development on surface parking lots existing on October 1, 2001;
 - (8) Provision of one or more of the following pedestrian-oriented design features on private property adjacent to Portland/Fairgrounds Road:
 - (A) Pedestrian scale lighting not more than 16 feet in height; or
 - (B) Plazas or other outdoor spaces open to the public;
 - (9) A minimum of seven percent interior landscaping within parking areas not more than 50,000 square feet in size; or a minimum of ten percent interior landscaping within parking areas greater than 50,000 square feet in size;
 - (10) Installation of landscaping and irrigation using a plan designed by an Oregon landscape architect;
 - (11) Development of a mixed-use building; or
 - (12) Construction of a building where at least 50 percent of the building frontage is constructed contiguous to the minimum building setback line.

Finding: The applicant has chosen to utilize the improvements described in section 6, 8, 9, and 10 above in order to meet this standard. The pedestrian pathway is elevated above the driveways and parking area at all sections. All lightings located along the pathway is pedestrian in scale at fifteen feet tall. The parking area is greater than 50,000 sq. ft. and the applicant has provided a landscaping plan that shows more than ten percent interior landscaping (7,720 sq. ft. of landscaping, or greater than ten percent of a 58,000 sq. ft. parking area). The landscaping plan is designed by Jeffrey Creel, a registered landscape architect in the State of Oregon. This standard is met.

General Development Standards (SRC Chapter 800):

SRC 800.065 – Pedestrian Access.

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than *single family, two family, three family, four family, and multiple family* developments, shall include an on-site pedestrian circulation system developed in conformance with the standards in this section.

Finding: The pedestrian access standards of SRC Chapter 800 apply to the proposed development. There are Pedestrian Access standards provided in the

Portland/Fairgrounds Overlay Zone, but as the property is split-zoned, the pedestrian access standards of 800 still apply to the RS zoned portion of the site.

SRC 800.065(a)(1) – Connection Between Entrances and Streets.

(A) A pedestrian connection shall be provided between the primary entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street.

Finding: The proposed development is one building and pedestrian access is provided to each of the main entrances on the development, from Deerhaven Dr NE and Portland Rd NE respectively. However, the building's primary entrances are not connected to each other. The applicant has requested an adjustment to this standard which is addressed in the findings for the adjustments below.

(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.

Finding: There are no existing or planned transit stops along street frontage of the development site. This standard does not apply to the proposed development.

SRC 800.065(a)(2) – Connection Between Buildings on the Same Development Site.

Where there is more than one building on a development site, a pedestrian connection(s), shall be provided to connect the primary building entrances of all of the buildings.

Finding: The proposal includes one building on the development site. This standard does not apply.

SRC 800.065(a)(3) – Pedestrian Connection Through Off-Street Parking Areas.

(A) Surface parking areas. Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance as provided in this subsection.

Finding: Per the applicant's written statement, the Subject Property has two (2) separate off-street parking areas, the existing off-street parking area, which is less than 25,000 square feet in size, and the parking area that is being developed as part of the Proposed Development. The existing parking area is located within the RS Zone and is not being modified as part of this application and is exempt from this standard. The newly proposed parking area on the west is located within the Portland/Fairgrounds overlay zone and is not subject to the pedestrian connection standards of SRC Chapter 800.

(B) Parking structures and parking garages. Where an individual floor of a parking structure or parking garage exceeds 25,000 square feet in size, a pedestrian connection shall be provided through the parking area on that floor to an entrance/exit.

Finding: The development site does not include existing or proposed parking structures or garages; therefore, this standard is not applicable.

SRC 800.065(a)(4) – Pedestrian Connection to Existing or Planned Paths and Trails.
Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

(A) Be constructed, and a public access easement or dedication provided; or

(B) When no abutting section of the trail or path has been constructed on adjacent property, a public access easement or dedication shall be provided for future construction of the path or trail.

Finding: There are no planned paths or trails passing through the development site; therefore, this standard is not applicable.

SRC 800.065(a)(5) – Pedestrian Connection to Abutting Properties.

Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided, except as identified within this subsection.

Finding: There are no existing or proposed vehicular connections between the subject property and abutting properties. Therefore, this standard is not applicable.

SRC 800.065(b) – Design and Materials.

Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza.

SRC 800.065(b)(1) – Walkway Design and Materials

Walkways shall conform to the following:

(A) Materials and width. Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards, and a minimum of five feet in width.

(B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.

(C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from

the auto travel lane with bollards, bollard spacing must be no further than five feet on center.

Finding: The proposed site plan shows pedestrian walkways which meet the materials, width, and other standards of this section.

SRC 800.065(b)(2) – Wheel Stops.

Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Finding: The proposed site plan shows curbs which will prevent the encroachment of vehicles onto pedestrian connections. The proposal meets the standard.

SRC 800.065(c) – Lighting.

The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Finding: There are no proposed changes to the existing lighting system proposed in the RS zoned portion of the site. This standard is met.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 - Off-Street Parking; When Required.

Off-street parking shall be provided and maintained for each proposed new use or activity; any change of use or activity, when such change of use or activity results in a parking ratio requiring a greater number of spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposal includes the intensification or enlargement of a use or activity. The off-street parking development standards of this chapter apply.

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.

Required off-street parking shall be located on the same development site as the use or activity it serves, or within the additional locations set forth under this section.

Finding: The proposal includes development of a new off-street parking area located on the same development site as the proposed buildings.

SRC 806.015 - Amount of Off-Street Parking.

- a) *Minimum Required Off-Street Parking.* The minimum off-street parking requirement for an *office* use is 1 per 350 square feet, and the minimum requirement for an *outpatient medical services and laboratories* use is 1 per 350 square feet, where the square footage equals the gross floor area.
- b) *Compact Parking.* Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces.
- c) *Carpool and Vanpool Parking.* New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use

classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

- d) *Maximum Off-Street Parking.* Except as otherwise provided in this section, and otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A. For uses requiring 20 spaces or less, the maximum number of off-street parking spaces allowed is 2.5 times the minimum number of spaces required. For uses requiring more than 20 spaces, the maximum number of off-street parking spaces allowed is 1.75 times the minimum number of spaces required.

Finding: The parking minimum for *basic education* uses calls for two spaces per classroom. After the proposed changes, there will be a total of twenty-two classrooms, requiring a minimum of forty-four parking spaces. There are currently thirty-two parking spaces existing on the southern side of the site and seventy-seven new spaces proposed in the new parking/drop-off area on the western side of the site.

The applicant is not proposing any new compact spaces and is not required to provide any carpool or vanpool spaces as the minimum number of spaces required is below sixty. The site plan has designated five spaces as carpool spaces, which exceeds the minimum.

The maximum number of spaces is seventy-seven. The applicant is proposing a total of 108 parking spaces, exceeding the maximum. The applicant has requested an adjustment to this standard, the findings for which are in the adjustment section below.

SRC 806.035 - Off-Street Parking and Vehicle Use Area Development Standards.

- a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas, expansion or alteration of existing off-street parking and vehicle use areas where existing paved surface is replaced with a new paved surface, or the paving of an unpaved area.

Finding: The proposed development includes expansion or alteration of existing off-street parking and vehicle use areas where existing paved surface is replaced with a new paved surface. The off-street parking area development standards of this section are applicable.

- b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.

Finding: The applicant has provided a site plan showing no parking located within setbacks. The carpool spaces, though not required, are located close to the newly proposed entrance. There is no underground parking proposed. This standard is met.

- c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The applicant has chosen Method A to separate vehicle use areas from the abutting Portland Rd NE, showing ten feet of Type A landscaping. Adjacent to interior lot lines, the applicant has provided five feet of Type A landscaped setback, pursuant to this section and the zoning standard of the CR Zone. The southern parking area is not being modified with this application. This standard is met.

- d) *Interior Landscaping.* Except as otherwise set forth in this section, interior landscaping shall be provided in amounts not less than those set forth in Table 806-5.

Finding: The applicant's plans indicate the proposed off-street parking area is approximately 30,390 square feet in size. Per Table 806-5, a minimum of 5 percent interior parking area landscaping is required, or 1,520 square feet ($6,825 \times 0.05 = 1519.5$). The proposed off-street parking area shows approximately 8,700 square feet (28 percent) of interior parking area landscaping, exceeding the minimum requirement. The applicant's tentative landscaping plan indicates trees to be planted in each interior planter bay which is spaced at more than one tree per 12 parking spaces. Each planter bay has an area of greater than 25 sq. ft. and is wider than five feet at minimum. This standard is met.

- e) *Off-Street Parking Area Dimensions.* Off-street parking areas shall conform to the minimum dimensions set forth in Table 806-6.

Finding: Parking within the newly proposed parking area meets the standards in Table 806-6 for parking spaces at a 90-degree angle, which is the entirety of the parking proposed. This standard is met.

- f) *Additional Off-Street Parking Development Standards 806.035(f)-(m).*

Finding: The applicant has provided a site plan that complies with the additional standards of the Off-Street Parking Development standards.

Driveways

SRC 806.040 - Driveway Development Standards.

- a) *Access.* Off-street parking and vehicle use areas shall have either separate driveways for ingress and egress, a single driveway for ingress and egress with an adequate turnaround that is always available or a loop to the single point of access.
- b) *Location.* Driveways shall not be located within required setbacks.
- c) *Additional Development Standards 806.040(c)-(g).*

Finding: The interior driveways proposed for the off-street parking area conform to the access, location, dimensional, and development requirements of SRC 806.040. The applicant is proposing to take access to Portland Rd NE from an existing driveway and no new approach are required. This standard is met.

Bicycle Parking

SRC 806.045(a) - General Applicability.

Bicycle parking shall be provided and maintained for each proposed new use or activity, any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity, or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development includes an intensification, expansion, or enlargement of a use or activity. The bicycle parking development standards of this chapter apply.

SRC 806.050 – Proximity of Bicycle Parking to use or Activity Served.

Bicycle parking shall be located on the same development site as the use or activity it serves.

Finding: The applicant has provided a site plan indicating two bike parking areas, both located on the same development site.

SRC 806.055 - Amount of Bicycle Parking.

Bicycle parking shall be provided in amounts not less than those set forth in Table 806-8. *Basic Education* requires two spaces per classroom.

Finding: With 22 classrooms, the total number of parking spaces required is 44. The applicant has proposed a total of 48 bicycle parking spaces. The proposal meets the standard.

SRC 806.060 – Bicycle Parking Development Standards.

(a) *Location.* Except as otherwise provided in this section, bicycle parking shall be located outside a building.

(1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.

(2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

Finding: The applicant has provided a site plan with two areas for bike parking spaces. The newly proposed bike parking spaces located on the western side of the site are located within fifty feet of the main entrance on that side of the building. On the southern side of the site, there is an existing bicycle parking area that is located approximately 150 feet away from the southern main entrance. The applicant has requested an adjustment to this standard and the findings are addressed in the adjustment section below.

(b) *Access.* Bicycle parking areas shall have direct and accessible access to the public right-of-way and the primary building entrance that is free of obstructions and any barriers, such as curbs or stairs, which would require users to lift their bikes in order to access the bicycle parking area.

Finding: As shown on the proposed site plan, the proposed bicycle parking areas have direct access to the public right-of-way through the proposed pedestrian paths and the vehicle use area. Additionally, the bicycle parking areas have direct access to primary building entrances through the proposed pedestrian pathways in conformance with the requirements of SRC 806.060(b).

- (c) *Dimensions.* Except as provided in subsection (f) of this section, bicycle parking areas shall meet the following dimension requirements:
- (1) Bicycle parking spaces. Bicycle parking spaces shall be a minimum of six feet in length and two feet in width with the bicycle rack centered along the long edge of the bicycle parking space. Bicycle parking space width may be reduced, however, to a minimum of three feet between racks where the racks are located side-by-side.
 - (2) Access aisles. Bicycle parking spaces shall be served by a minimum four-foot-wide access aisle. Access aisles serving bicycle parking spaces may be located within the public right-of-way.

Finding: The proposed bicycle parking spaces are located on two small, paved plazas, each with adequate dimensions to contain the proposed 48 spaces. The spaces adjacent to a proposed pedestrian accessway, providing a minimum 4-foot-wide access aisle. The proposal meets the standard.

- (d) *Surfacing.* Where bicycle parking is located outside a building, the bicycle parking area shall consist of a hard surface material, such as concrete, asphalt pavement, pavers, or similar material, meeting the Public Works Design Standards.

Finding: The proposed bicycle parking spaces are placed on a hard surface material. The proposal meets the standard.

- (e) *Bicycle Racks.* Where bicycle parking is provided in racks, the racks may be floor, wall, or ceiling racks. Bicycle racks shall meet the following standards.
- (1) Racks must support the bicycle frame in a stable position, in two or more places a minimum of six inches horizontally apart, without damage to wheels, frame, or components.
 - (2) Racks must allow the bicycle frame and at least one wheel to be locked to the rack with a high security, U-shaped shackle lock;
 - (3) Racks shall be of a material that resists cutting, rusting, and bending or deformation; and
 - (4) Racks shall be securely anchored.
 - (5) Examples of types of bicycle racks that do, and do not, meet these standards are shown in Figure 806-10.

Finding: The applicant has proposed staple racks which meet these standards.

Off-Street Loading Areas

SRC 806.065 - General Applicability.

Off-street loading areas shall be provided and maintained for each proposed new use or activity; any change of use or activity, when such change of use or activity results in a

greater number of required off-street loading spaces than the previous use or activity; or any intensification, expansion, or enlargement of a use or activity.

Finding: The proposed development includes an intensification, expansion, or enlargement of a use or activity. The loading area development standards of this chapter apply.

SRC 806.070 – Proximity of Off-Street Loading Areas to Use or Activity Served. Off-street loading shall be located on the same development site as the use or activity it serves.

Finding: The applicant has proposed loading areas on the development site, meeting the standard.

SRC 806.075 - Amount of Off-Street Loading.

Per Table 806-9, for buildings more than 5,000 square feet in size but smaller than 60,000 sq. ft. within the *education services* use category, one off-street loading space is required.

Finding: The applicant is not proposing to alter the two existing off-street loading areas located on the southern portion of this site. This standard is met.

Landscaping

SRC 807 – Landscaping and Screening: All required setbacks shall be landscaped to the Type A standard, with a minimum of 1 plant unit per 20 square feet of landscaped area. A minimum of 40 percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

All building permit applications for development subject to landscaping requirements shall include landscape and irrigation plans meeting the requirements of SRC Chapter 807.

Finding: A minimum of 1 plant unit is required per 20 square feet of landscape area. A minimum of 40 percent of the required plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. The applicant has provided a landscaping plan that tentatively meets the standards of this section, and in compliance with the development standards of the Portland/Fairgrounds Overlay zone. Landscape and irrigation plans will be reviewed for full conformance with the requirements of SRC 807 at the time of building permit application review.

Natural Resources

SRC 601 - Floodplain Overlay Zone: Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and indicated that the subject property is designated on the Federal Emergency Management Agency (FEMA) floodplain maps as a Zone “AE” floodway.

Finding: Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. The new structure is not being constructed in the floodplain area and as proposed meets the requirements of this chapter.

SRC 808 - Preservation of Trees and Vegetation: The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon white oak greater than 24 inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

Finding: There are no significant trees located on the site. There is a riparian zone located on the eastern and southern sides of the site (Claggett Creek), but no construction or disturbance of trees is proposed in this area. This standard is met.

SRC 809 - Wetlands: Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

Finding: The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

SRC 810 - Landslide Hazards: According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point and 3-point landslide hazard areas on the subject property.

Finding: The applicant's proposal does not disturb any portion of a mapped landslide hazard area; therefore, a geological assessment is not required.

Other Sections

The Public Works Department finds that with completion of the recommended conditions, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain, 802 – Public Improvements, 803 – Streets and Right-of-Way Improvements, 804 – Driveway Approaches, 805 – Vision Clearance, 809 – Wetlands, and 810 – Landslides.

Criterion 2:

The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately.

Finding: Portland Road NE and Deerhaven Drive NE are fully improved and meet the right-of-way width standards pursuant to the Salem TSP. The City Traffic Engineer has determined that the proposed development will result in unsafe traffic circulation along Portland Road NE. In order to mitigate the additional traffic generated from the proposed development, Portland Road NE shall be designated as a school speed zone. As a result, the applicant shall construct overhead school zone speed flashers and associated signage to the north and south of the subject property on Portland Road NE in order to delineate the school speed zone. The flashers shall be installed pursuant to PWDS. In order to ensure compliance with this criterion, the following condition shall apply:

Condition 2: Construct overhead school zone speed flashers and associated signage to the north and south of the subject property on Portland Road NE.

As conditioned, the proposal meets the standard.

Criterion 3:

Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians.

Finding: The driveway access onto Deerhaven Drive NE and Portland Road NE provide for safe turning movements into and out of the property. The pedestrian paths, designed in compliance with the standards of the Portland/Fairgrounds Road Overlay Zone, allows for safe passage for bikes and pedestrians through the newly proposed parking and drop-off are on the western portion of the site. The majority of bike parking is provided to the south of the site, which is the more residential side of the development, and allows for children to ride their bikes through safer residential areas to reach the school. The adjustment to the pedestrian connection standards, as addressed in the adjustment section below, allows for safe travel through the development site by school children. With the proposed conditions to better control traffic, the site is designed to facilitate the safe and efficient movement of vehicles, bicycles, and pedestrians through the site. This standard is met.

Criterion 4:

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

Finding: The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development. The applicant does not propose any new connections to public infrastructure.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. 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

8. Analysis of Class 2 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(2) sets forth the following criteria that must be met before approval can be granted to an application for a Class 2 Adjustment. Lack of compliance with the following criteria is grounds for denial of the Class 2 Adjustment application, or for the issuance of certain conditions to ensure the criteria are met.

(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.

Finding: The applicant has request three adjustments: 1) Eliminate the pedestrian connection standard which requires a pedestrian connection between main entrances when a building has more than one primary entrance; 2) Adjust bicycle siting standards to allow existing bicycle parking located farther than fifty feet from the main entrance; and 3) Increase the maximum off-street parking allowed from 77 to 108.

Each adjustment is evaluated independently as follows:

Adjustment to eliminate the pedestrian connection standard which requires a pedestrian connection between main entrances when a building has more than one primary entrance.

Applicant's Statement: The purpose for providing pedestrian connections is to provide efficient, direct, and safe connections from between the primary entrances on an existing development site. The topography of the Subject Property is somewhat unique due to the slopes on the Subject Property, the presence of Clagett Creek, and existing development features. The combination of these elements makes the only opportunity for connection between the primary entrances is providing connection that circumvents almost the eighty (80%) percent of the building and which would run along the emergency access route. Providing this connection might encourage very young students to utilize the pedestrian pathway around the building, rather than entering through the closest main entrance and navigating through the interior of the building. Due to the nature of the use and the topography and existing elements of development on the Subject Property, the development standard is clearly inapplicable.

Finding: Staff agrees that the topography and use are special considerations in the context of pedestrian connection standards for this site. As an elementary school, the importance of controlling of where pedestrians might go is different than, for example, a general commercial use, as safety of children on the site is one of the primary concerns. The applicant would not like to encourage children to walk around the site on the exterior, but on the interior of the building. There are connections from the western to the southern part of the development through the building, which provides the best and safest access for children through the site. Staff finds that this standard is inapplicable to the proposed development.

Adjustment to bicycle siting standards to allow existing bicycle parking located farther than fifty feet from the main entrance.

Applicant's Statement: Applicant is requesting an adjustment to the bicycle parking siting standard in SRC 806.060(a)(1) to allow Applicant to retain the existing bicycle parking location. Due to the traffic volume along Portland Road NE and the age of the students, Applicant believes there are safety concerns associated with the positioning of additional bicycle parking at this location rather than orienting bicyclists towards the bike parking that exists adjacent to the existing parking area. Applicant is willing to provide minimal bicycle parking at that location which will allow for staff use, while retaining the existing bicycle parking for use by the students. Applicant's proposal equally or better meets the standards by providing adequate bicycle parking for the students in areas that are safe, convenient, and visible on approach to the primary entrances. This standard is equally or better met.

Finding: The applicant has requested this adjustment for the southern portion of the lot, which currently has bike parking located about 150 feet away from the main southern entrance. This is an established bike parking area for students, which has been utilized for several decades without issue. The bike parking spaces are located in full view of the primary façade of the southern entrance, where children who are walking to or from the bike parking area can be seen by staff inside the building. The southern side of the building is also connected by pedestrian walkway to the primarily residential side of the neighborhood, offering children the safest route to and from school when traveling by bike. Due to these considerations, Staff finds that the standard is equally well met.

Adjustment to increase the maximum off-street parking allowed from 77 to 108.

Applicant's Statement: Applicant is requesting an adjustment to the maximum parking standard in SRC 806.015(d). The purpose and intent of the maximum parking standard is not clearly stated, but it can be inferred that the primary purpose of the maximum parking standard is to avoid the development of excessive parking especially within the Portland Fairgrounds Overlay. The Subject Property is developed with an existing elementary school, which has an established minimum and maximum parking standard but has never had adequate parking due to the constraints on the Subject Property from Claggett Creek and the proximity of the neighboring residential neighborhood. The additional parking is being provided in response to complaints from neighboring property owners regarding both traffic and overflow parking within the residential neighborhood. Due to the orientation of the Existing School, Applicant is adding a second parking area on the Parking Parcel. Upon development both parking areas will be needed to allow for adequate parking as different users prioritize one lot over the other, depending on the entrance they use and the area of the community they arrive from, as well as ensuring that there will be adequate space for queuing and circulation. By providing an increase to the typical maximum allowed for the use, Applicant will provide for better circulation and use of the Proposed Development without providing excessive parking.

In an attempt to mitigate the larger parking area, Applicant has proposed a substantial amount of landscaping which will significantly exceed not only the CR landscaping standard, but also the Portland Fairground Overlay Enhancement standard. A

significant amount of these landscaping units will be located adjacent to the sidewalks that extend along the Parking Parcel's frontage along Portland Road NE, providing an enhanced pedestrian experience along the Subject Property, in conformance with the intent and purpose of the zone. This is especially true when you look at the surrounding properties where similar enhancements have not occurred. Upon development, the Subject Property will provide enhanced landscaping along the pedestrian facilities, buffering from the proposed parking areas, as well as enhancements to the pedestrian experience along the Subject Property. Applicant previously provided the reasoning for the requested increase in parking stalls for the Proposed Use, the existing parking area is located within a developed neighborhood and does not provide adequate parking or circulation for safely dropping off and picking up students. The added option of a Portland Road parking lot will likely move vehicles off local streets and into the adjacent arterials more efficiently, funneling any vehicles that are dropping off students away from the entrance that most students walking will access. This has the potential to increase the safety of pedestrian access routes for those students most likely to walk to school, improving the walkability of the campus along with the air quality in these residential areas due to the more efficient queuing and drop off that can happen in the proposed parking area.

Applicant is proposing a larger parking area to help meet this need, largely replacing the existing parking area for the majority of the staff, parents, and students while retaining the existing parking area for users coming in from the adjacent residential neighborhoods. The proposed adjustment provides adequate parking which is offset by extensive interior landscaping and pedestrian oriented pathways on a parcel that already exceeds the applicable landscaping standards. These mitigations allow for a proposed development that equally or better meets the purpose of the maximum parking standard by providing an enhanced pedestrian experience while also providing needed parking. This standard is equally or better met.

Finding: Staff agrees with the applicant that the purpose of the maximum parking standard is to avoid the development of excessive parking, especially within the Portland Fairgrounds Overlay. The initial construction of this school included a small parking area, only 32 parking spaces, which does not meet the minimum for the number of classrooms provided for students in the school. Access to the school is taken directly from a local street that connects to a residential neighborhood, causing a lot of traffic for neighbors to the school. Events at the school also cause visitors to fill up the surrounding residential area, which causes parking issues for homeowners and tenants within the surrounding neighborhood.

Staff received comments from the Neighborhood Association and a few neighbors that parking and traffic was often an issue for nearby residents, especially during pick-up and drop-off times, and that they were supportive of the adjustment as it would help alleviate this burden. The addition of the parking area to the west will allow room for pickup and drop off as well as additional parking for caregivers and other visitors during events.

Staff agrees that additional parking is appropriate for this school due to the unusual layout of the site. While the existing parking lot will not be removed, the new design will shift the main drop off and pick up area to the new parking lot which, to some extent,

makes the existing lot obsolete. Removing the old lot is cost prohibitive. An increase to the maximum will allow for future expansion of the school without adding additional parking areas. In addition, the mitigation efforts to provide more landscaping to add to the pedestrian experience does satisfy the code's intent at providing a better pedestrian experience along Portland Rd NE. The applicant is currently providing the minimum number of project enhancements along Portland Road. Additional compliance with the project enhancements would further improve the site in compliance with the vision for Portland/Fairgrounds Rd Overlay zone.

In order to ensure that a pleasant visual and pedestrian experience remains in spite of the parking allowed in excess of the minimum, the following conditions shall apply:

- Condition 3:** The applicant shall provide a minimum of 20,000 sq. ft. of Type A landscaping within the portion of the site located in the Portland/Fairgrounds Road Overlay Zone.
- Condition 4:** Any fence installed on the subject property adjacent to Portland Rd NE shall be made of cast iron or wrought iron.
- Condition 5:** Any freestanding sign installed along Portland Rd NE shall not be more than five feet in height and shall be placed upon a foundation.

As conditioned, the site equally meets in the intent of the Portland Fairgrounds Overlay Zone by provided improved design and pedestrian experience while also providing additional parking for an elementary school with a current parking layout that does not meet its needs.

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

Finding: The development site is partially located in a residential zone. The pedestrian connection adjustment will have no affect on the surrounding residential zone. The bike parking adjustment will benefit the children traveling from the residential area as it allows the existing bike parking to remain when it has been. The maximum parking adjustment is largely because of complaints from the surrounding residential neighborhood and directing staff and caregiver traffic to the western side of the site will relieve the residential area from this additional traffic.

This standard is met.

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

Finding: Cumulatively, the requested adjustments are consistent with the overall purpose of the zone as it allows for the most efficient use of the existing development while keeping the maximum parking adjustment in the Portland/Fairgrounds Overlay Zone which allows for additional development standards to be applied which mitigates the impact of this adjustment. As proposed and conditioned, this standard is met.

9. Analysis of Class 1 Design Review Standards

Sec. 603.025. - Design review.

Design review under SRC chapter 225 is required for development within the Portland/Fairgrounds Road Overlay Zone as follows:

- (a) Except as otherwise provided in this section, design review according to the design review guidelines or the design review standards set forth in SRC 603.030 is required for all development within the Portland/Fairgrounds Road Overlay Zone.
- (b) Multiple family development, other than multiple family development within a mixed-use building, shall only be subject to design review according to multiple family design review standards set forth in SRC chapter 702.
- (c) Multiple family development within a mixed-use building shall only be subject to design review according to the design review guidelines or the design review standards set forth in SRC 603.030.
- (d) Any development requiring historic design review shall only be subject to design review according to the historic design review standards or the historic design review guidelines set forth in SRC chapter 230.

Finding: The construction of a new parking lot/drop-off area is considered development within the Portland/Fairgrounds Road Overlay Zone and requires Design Review. Per SRC Chapter 225, the application of the Design Review standards is a Class 1 Design Review and the applicant has demonstrated compliance with the standards as follows:

Sec. 603.030. Design review guidelines and design review standards.

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

Finding: The applicant is not proposing any buildings within the Portland/Fairgrounds Overlay Zone and thus these standards are not applicable.

(b) *Landscaping.*

(1) *Landscaping for open sales and off-street parking.*

(B) *Design review standards.*

- (i) Open sales areas for items such as vehicles, boats, recreational vehicles, satellites, hot tubs, and other similar items shall be screened from the public right-of-way with a minimum three-foot tall sight-obscuring fence, masonry wall, or hedge, and a minimum three-foot wide landscape strip. The fence, masonry wall, or hedge shall not encroach into the vision clearance area.
- (ii) A minimum ten-foot-wide landscape strip shall be provided between surface parking lots and the street right-of-way. The landscape strip shall be planted with a minimum of one plant unit per 20 square feet of planting area. Berms, mounds, raised beds, and grade drops are allowed if they meet the standards in SRC 603.020(e).

Finding: The applicant is not proposing any open sales areas; this standard is not applicable. The applicant has provided a preliminary landscaping plan which shows that

the setback area will be planted with a minimum of one plant unit per 20 sq. ft. of planting area. No berms, mounds, raised beds, or grade drops are proposed. Full compliance with the landscaping requirements will be verified at time of building permit. As proposed, this standard is met.

(c) *Off-street parking and loading.*

(B) *Design review standards.*

(i) Parking structures located adjacent to Portland/Fairgrounds Road shall include space for ground floor commercial uses along their entire Portland/Fairgrounds Road frontage.


Finding: There are no parking structures proposed within the Portland/Fairgrounds Rd Overlay zone; this standard is not applicable.

Based upon review of SRC Chapters 220, 225, and 603, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

ORDER

Final approval of Class 3 Site Plan Review, Class 2 Adjustment, and Class 1 Design Review Case No. SPR-ADJ-DR22-13 is hereby **APPROVED** subject to SRC Chapters 220 and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following conditions of approval:

- Condition 1:** The applicant shall consolidate 4000 Deerhaven Dr NE and 4130 Portland Rd NE, (Marion Co Tax Lot Nos. 073W12AC/3201 and 073W12AC/3200) prior to final occupancy.
- Condition 2:** Construct overhead school zone speed flashers and associated signage to the north and south of the subject property on Portland Road NE.
- Condition 3:** The applicant shall provide a minimum of 20,000 sq. ft. of Type A landscaping within the portion of the site located in the Portland/Fairgrounds Road Overlay Zone.
- Condition 4:** Any fence installed on the subject property adjacent to Portland Rd NE shall be made of cast iron or wrought iron.
- Condition 5:** Any freestanding sign installed along Portland Rd NE shall not be more than five feet in height and shall be placed upon a foundation.


Kirsten Straus, Planner I, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

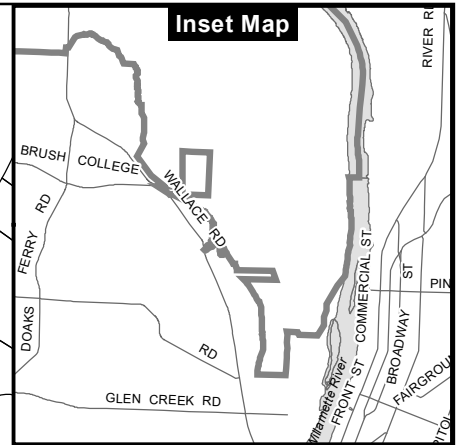
Attachments:

- A. Vicinity Map and Zoning Map
- B. Applicant Submittal Materials
- C. Memo from the Public Works Department






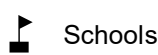

<http://www.cityofsalem.net/planning>

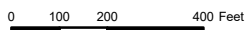
Vicinity Map

4130 Portland Rd NE and 4000 Deerhaven Dr NE



Legend

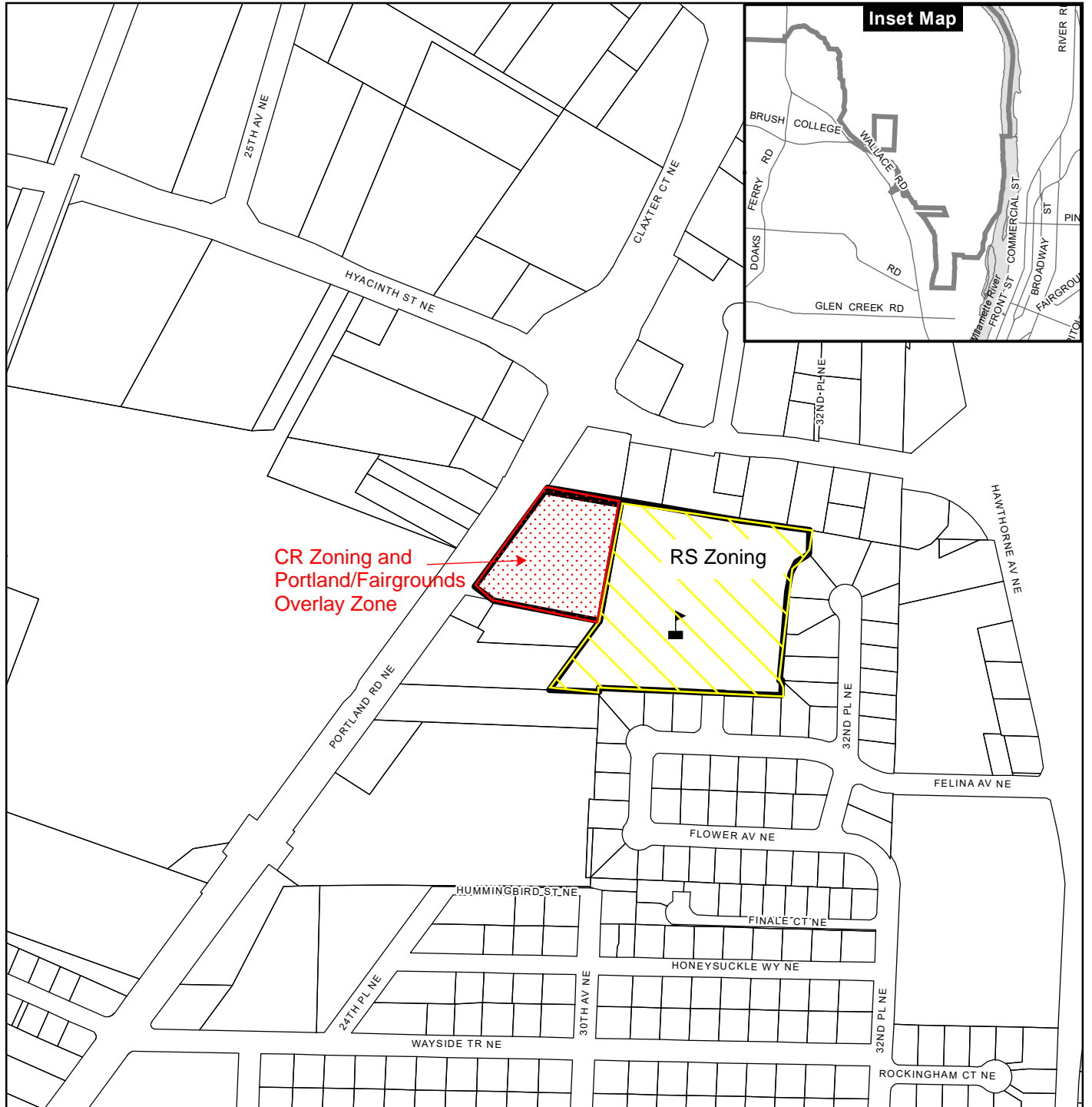
-  Taxlots
-  Urban Growth Boundary
-  City Limits
-  Outside Salem City Limits
-  Historic District
-  Schools
-  Parks










This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.

Zoning Map

4130 Portland Rd NE and 4000 Deerhaven Dr NE



Legend

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



0 100 200 400 Feet



This product is provided as is, without warranty. In no event is the City of Salem liable for damages from the use of this product. This product is subject to license and copyright limitations and further distribution or resale is prohibited.



615 SE JACOBSON STREET
ROSEBURG, OR 97130
503.672.0273 OFFICE
503.672.0273 FAX
PAUL@PAULBENTLEYARCHITECT.COM

PAUL L BENTLEY Architect A.I.A. P.C.



Locke CIVIL & STRUCTURAL ENGINEERS
289 E Ellendale Ave, Suite 103
Dallas, Oregon 97138
503.364.8207 LockeEngineers.com
J.C. 17061-S

PERMIT SET

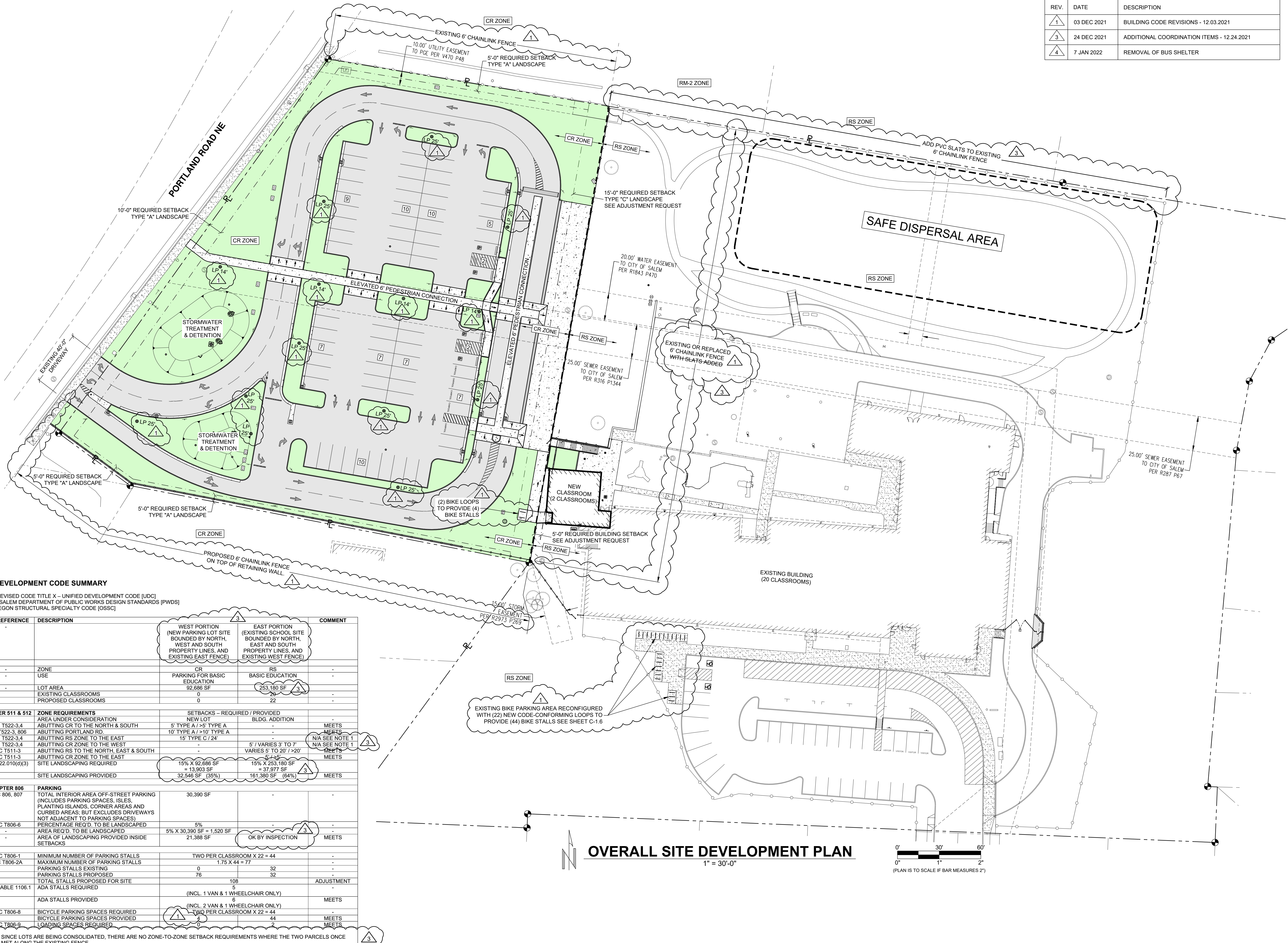
A NEW PROJECT FOR SALEM-KEIZER SCHOOL DISTRICT @
HALLMAN ELEMENTARY SCHOOL
4000 DEERHAVEN DR. NE SALEM, OR



DRAWN BY: SC
CHECKED BY: GL
DATE: 10/1/2021
TITLE: OVERALL SITE DEVELOPMENT PLAN
SCALE: SEE SHEET

SHEET NO:
C-0.4
OF 26

| REV. | DATE | DESCRIPTION |
|------|-------------|--|
| 1 | 03 DEC 2021 | BUILDING CODE REVISIONS - 12.03.2021 |
| 2 | 24 DEC 2021 | ADDITIONAL COORDINATION ITEMS - 12.24.2021 |
| 3 | 7 JAN 2022 | REMOVAL OF BUS SHELTER |



SITE DEVELOPMENT CODE SUMMARY

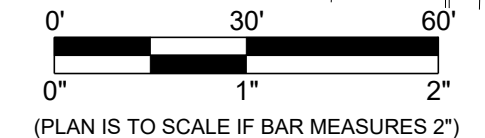
SALEM REVISED CODE TITLE X - UNIFIED DEVELOPMENT CODE (UDC)
CITY OF SALEM DEPARTMENT OF PUBLIC WORKS DESIGN STANDARDS (PWDS)
2019 OREGON STRUCTURAL SPECIALTY CODE (OSSC)

| CODE REFERENCE | DESCRIPTION | WEST PORTION (NEW PARKING LOT SITE BOUNDED BY NORTH, WEST AND SOUTH PROPERTY LINES, AND EXISTING EAST FENCE) | EAST PORTION (EXISTING SCHOOL SITE BOUNDED BY NORTH, EAST AND SOUTH PROPERTY LINES, AND EXISTING WEST FENCE) | COMMENT |
|------------------------------|--|---|--|------------------|
| - | ZONE | CR | RS | - |
| - | USE | PARKING FOR BASIC EDUCATION | BASIC EDUCATION | - |
| - | LOT AREA | 92,686 SF | 253,180 SF | 3 |
| - | EXISTING CLASSROOMS | 0 | 20 | - |
| - | PROPOSED CLASSROOMS | 0 | 2 | - |
| CHAPTER 511 & 512 | ZONE REQUIREMENTS | SETBACKS - REQUIRED / PROVIDED | | |
| UDC T522-3.4 | AREA UNDER CONSIDERATION | NEW LOT | BLDG. ADDITION | - |
| UDC T522-3.4 | ABUTTING CR TO THE NORTH & SOUTH | 5' TYPE A / >5' TYPE A | - | MEETS |
| UDC T522-3.4 | ABUTTING PORTLAND RD. | 10' TYPE A / >10' TYPE A | - | MEETS |
| UDC T522-3.4 | ABUTTING RS ZONE TO THE EAST | 15' TYPE C / 24' | - | N/A SEE NOTE 1 |
| UDC T522-3.4 | ABUTTING CR ZONE TO THE WEST | - | 5' / VARIES 3' TO 7' | N/A SEE NOTE 1 |
| UDC T511-3 | ABUTTING RS TO THE NORTH, EAST & SOUTH | - | VARIES 5' TO 20' / >20' | MEETS |
| UDC T511-3 | ABUTTING CR ZONE TO THE EAST | - | VARIES 5' TO 20' / >20' | MEETS |
| UDC 522.010(d)(3) | SITE LANDSCAPING REQUIRED | 15% X 92,686 SF = 13,903 SF | 15% X 253,180 SF = 37,977 SF | 3 |
| | SITE LANDSCAPING PROVIDED | 32,546 SF (35%) | 161,380 SF (64%) | MEETS |
| CHAPTER 806 | PARKING | TOTAL INTERIOR AREA OFF-STREET PARKING (INCLUDES PARKING SPACES, ISLES, PLANTING ISLANDS, CORNER AREAS AND CURBED AREAS, BUT EXCLUDES DRIVEWAYS NOT ADJACENT TO PARKING SPACES) | | |
| UDC 806-807 | | 30,390 SF | | - |
| UDC T806-6 | PERCENTAGE REQ'D. TO BE LANDSCAPED | 5% | | - |
| - | AREA REQ'D. TO BE LANDSCAPED | 5% X 30,390 SF = 1,520 SF | | 3 |
| - | AREA OF LANDSCAPING PROVIDED INSIDE SETBACKS | 21,388 SF | | OK BY INSPECTION |
| UDC T806-1 | MINIMUM NUMBER OF PARKING STALLS | TWO PER CLASSROOM X 22 = 44 | | - |
| UDC T806-2A | MAXIMUM NUMBER OF PARKING STALLS | 1.75 X 44 = 77 | | - |
| | PARKING STALLS EXISTING | 0 | 32 | - |
| | PARKING STALLS PROPOSED | 76 | 32 | - |
| | TOTAL STALLS PROPOSED FOR SITE | 76 | 64 | - |
| OSSC TABLE 1106.1 | ADA STALLS REQUIRED | 5 | | ADJUSTMENT |
| | ADA STALLS PROVIDED | (INCL. 1 VAN & 1 WHEELCHAIR ONLY) | 6 | MEETS |
| UDC T806-8 | BICYCLE PARKING SPACES REQUIRED | TWO PER CLASSROOM X 22 = 44 | | - |
| UDC T806-9 | BICYCLE PARKING SPACES PROVIDED | 4 | 44 | MEETS |
| UDC T806-9 | LOADING SPACES REQUIRED | 0 | 2 | MEETS |

NOTES:
1. SINCE LOTS ARE BEING CONSOLIDATED, THERE ARE NO ZONE-TO-ZONE SETBACK REQUIREMENTS WHERE THE TWO PARCELS ONCE MET ALONG THE EXISTING FENCE.

OVERALL SITE DEVELOPMENT PLAN

1" = 30'-0"



04.29.2022 08:45 AM
L:\071709-LS-SKSD-2019 Bond RFP - Hallman ESC\1709-LS-SKSD Hallman Notes & Details.dwg

| REV. | DATE | DESCRIPTION |
|------|-------------|--|
| 1 | 03 DEC 2021 | BUILDING CODE REVISIONS - 12.03.2021 |
| 2 | 24 DEC 2021 | ADDITIONAL COORDINATION ITEMS - 12.24.2021 |
| 3 | 7 JAN 2022 | REMOVAL OF BUS SHELTER |



615 SE JACOBSON STREET
ROSELAND, OR 97170
503.672.0273 OFFICE
503.672.0273 FAX
PAUL@PAULBENTLEYARCHITECT.COM

PAUL L BENTLEY Architect A.I.A. P.C.



289 E Ellendale Ave, Suite 303
Dallas, Oregon 97338
503.364.8207 LockeEngineers.com
J.C. 17061-5

PERMIT SET

A NEW PROJECT FOR SALEM-KEIZER SCHOOL DISTRICT @

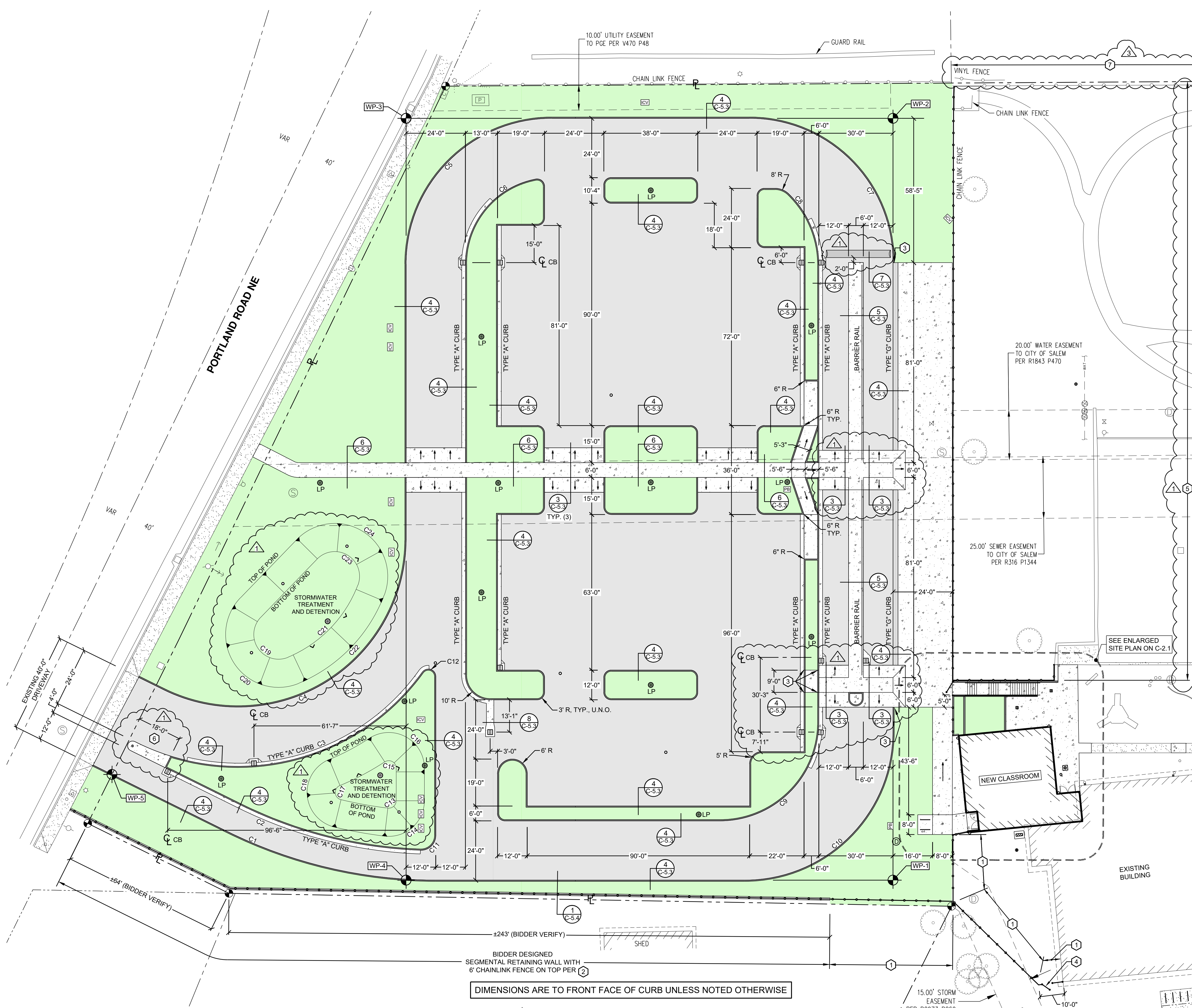
HALLMAN
ELEMENTARY SCHOOL

4000 DEERHAVEN DR. NE
SALEM, OR



| | |
|-------------|-----------------|
| DRAWN BY: | SC |
| CHECKED BY: | GL |
| DATE: | 10/1/2021 |
| TITLE: | CIVIL SITE PLAN |
| SCALE: | SEE SHEET |

| | |
|-----------|-------|
| SHEET NO: | C-1.2 |
| OF | 26 |



- KEYED SITE PLAN NOTES (#):**
- GENERAL
SITE PLAN NOTES SPECIFICALLY CALLED OUT ON PLAN ARE IN ADDITION TO ANY INCIDENTAL WORK NECESSARY TO PERFORM THE REQUIRED WORK. NOT ALL REQUIRED WORK MAY HAVE BEEN IDENTIFIED. SEE ARCHITECTURAL, LANDSCAPE AND ELECTRICAL PLANS FOR ADDITIONAL SITE WORK REQUIREMENTS.
- PROPOSED 6' CHAINLINK FENCE WITH POSTS AT 10' O.C. MAX. SEE SPECIFICATIONS FOR MATERIAL AND INSTALLATION REQUIREMENTS.
 - PROPOSED 6' CHAINLINK FENCE WITH POSTS AT 8' O.C. MAX ON TOP OF RETAINING WALL. SEE SPECIFICATIONS FOR FENCE MATERIAL REQUIREMENTS. SEE RETAINING WALL SHOP DRAWINGS FOR POST INSTALLATION IN TOP OF WALL ACCORDING TO MANUFACTURER'S REQUIREMENTS. SALVAGED FABRIC MEETING SPECIFICATIONS AND WITH NO DAMAGE MAY BE USED. VERIFY CONFORMANCE TO SPECIFICATIONS.
 - TAPER CURB HEIGHT TO MATCH OVER 12' LENGTH.
 - NEW 4' CHAINLINK SWING GATE WITH LOCKABLE LATCH THAT WILL ACCEPT PADDLE LOCK.
 - 6' CHAINLINK FENCE WITH SLATS WITH POSTS AT 10' O.C. MAX. INSTALLED OUTSIDE EDGE OF PAVEMENT. SEE SPECIFICATIONS FOR MATERIAL AND INSTALLATION REQUIREMENTS. SET TOP OF FENCE AT 8' ABOVE SLAB EDGE.
 - CONSTRUCT TRAFFIC ISLAND SIMILAR TO CITY OF SALEM STANDARD DRAWING NO. 320. PROVIDE SOLID CONCRETE CONSTRUCTION WITH MODIFIED NOSE ANCHORED TO ASPHALT. DELINEATOR POST AND REFLECTORIZED YELLOW PAINT WITH BEAD BINDER PAINT AND GLASS BEADS ON TOP AND FACE AS INDICATED.
- ADD PVC SLATS TO EXISTING FENCE. COLOR TO BE STOCK COLOR CHOSEN BY OWNER.

WORK POINT LOCATION DATA

| WP # | NORTHING | EASTING |
|------|-----------|------------|
| 1 | 487987.24 | 7556152.19 |
| 2 | 488291.03 | 7556205.17 |
| 3 | 488324.88 | 7556011.10 |
| 4 | 488021.09 | 7555958.12 |
| 5 | 488083.70 | 7555848.26 |

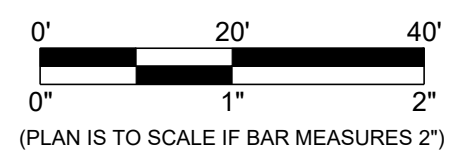
CURVE DATA (FACE OF CURB, U.N.O.)

| CURVE # | RADIUS | DELTA | CHORD BEARING | CENTER NORTHING | CENTER EASTING |
|---------|--------|---------|-----------------|-----------------|----------------|
| C1 | 190.0' | 26.34° | S 66°56'10.9" E | 488206.22 | 7556002.51 |
| C2 | 178.0' | 24.37° | S 65°56'55.9" E | 488206.21 | 7556002.51 |
| C3 | 92.0' | 81.14° | N 86°18'56.6" E | 488168.84 | 7555914.84 |
| C4 | 68.0' | 116.62° | N 68°42'08.8" E | 488168.83 | 7555914.84 |
| C5 | 59.0' | 90.00° | S 54°53'35.7" W | 488256.62 | 7556059.08 |
| C6 | 35.0' | 79.19° | S 49°29'24.5" W | 488256.62 | 7556059.08 |
| C7 | 58.0' | 90.13° | N 35°10'19.0" W | 488243.86 | 7556138.07 |
| C8 | 40.0' | 46.13° | N 12°59'35.3" W | 488244.57 | 7556126.01 |
| C9 | 40.0' | 89.51° | N 54°43'00.9" E | 488062.32 | 7556094.22 |
| C10 | 60.0' | 89.94° | N 54°54'38.1" E | 488056.66 | 7556103.39 |
| C11 | 6.0' | 91.97° | N 55°52'50.3" E | 488037.89 | 7555967.14 |
| C12 | 3.0' | 144.15° | N 62°10'51.6" W | 488100.77 | 7555981.15 |
| C13 | 3.0' | 96.84° | N 58°18'41.8" E | 488053.95 | 7555956.74 |
| C14 | 14.4' | 96.84° | N 58°18'50.5" E | 488053.95 | 7555956.74 |
| C15 | 3.0' | 123.34° | N 51°46'36.0" W | 488066.98 | 7555959.01 |
| C16 | 14.4' | 122.81° | N 51°33'33.5" W | 488066.98 | 7555959.01 |
| C17 | 3.0' | 143.89° | S 5°30'07.4" W | 488060.47 | 7555938.97 |
| C18 | 14.4' | 144.67° | S 5°45'05.0" W | 488060.46 | 7555938.98 |
| C19 | 10.0' | 156.74° | S 24°27'11.6" E | 488127.93 | 7555924.38 |
| C20 | 21.4' | 156.72° | S 24°10'32.6" E | 488127.93 | 7555924.38 |
| C21 | 51.7' | 46.26° | N 53°55'53.5" E | 488168.56 | 7555915.03 |
| C22 | 63.1' | 46.38° | N 53°59'26.8" E | 488168.56 | 7555915.03 |
| C23 | 10.0' | 156.88° | N 47°38'27.5" W | 488147.21 | 7555950.84 |
| C24 | 21.4' | 156.59° | N 47°29'50.3" W | 488147.21 | 7555950.84 |

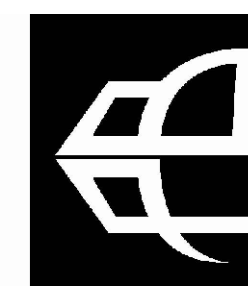
DIMENSIONS ARE TO FRONT FACE OF CURB UNLESS NOTED OTHERWISE

CIVIL SITE PLAN

1" = 20'-0"

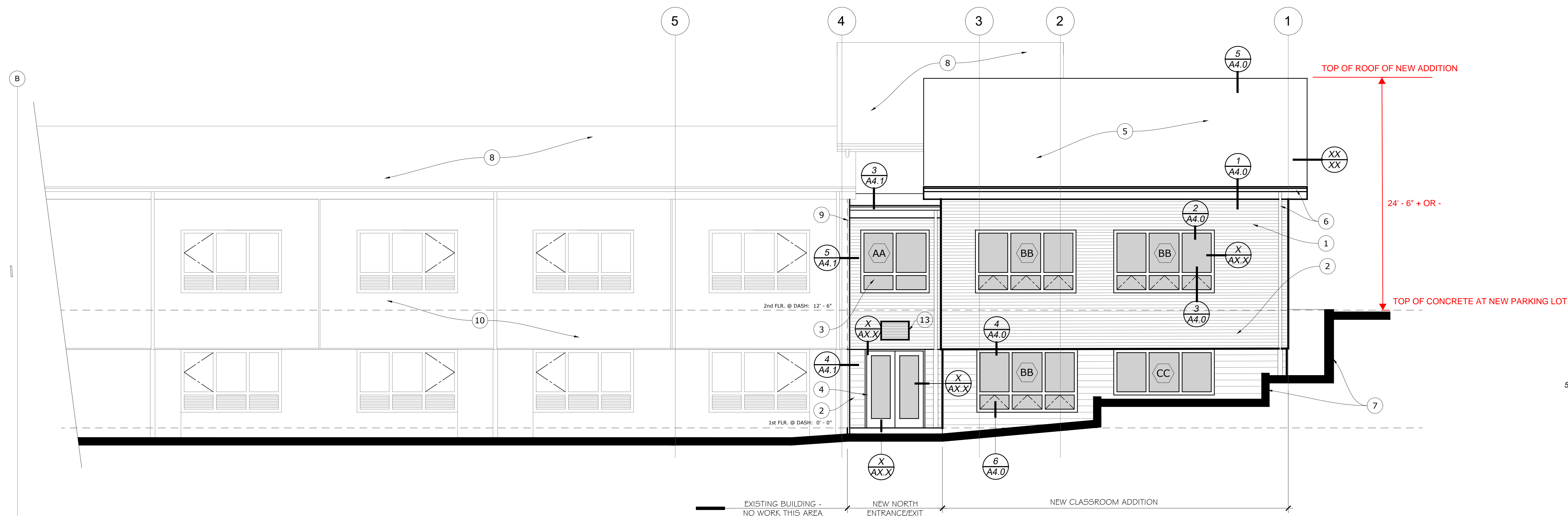


01/25/2022 8:09 AM
L:\071708-15 SKSD 2018 Bond RFP - Hallman ESC\071708-15 SKSD Hallman Civil Plans.dwg



615 SE JACKSON STREET
ROSEBURG, OR 97170
503.675.0373 OFFICE
503.675.7560 FAX
PAUL@PAULBENTLEYARCHITECT.COM

PAUL L BENTLEY Architect A.I.A. P.C.

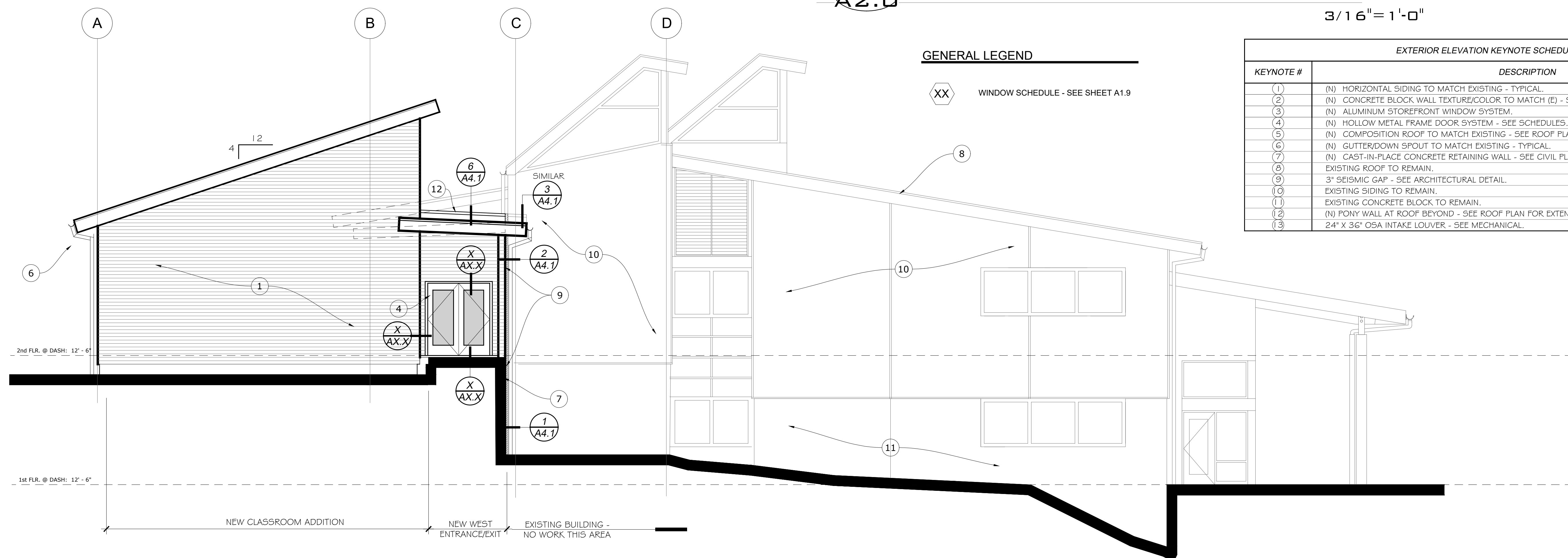


1 NORTH EXTERIOR ELEVATION

A2.0

3/16" = 1'-0"

50% CONSTRUCTION DOCUMENT



2 WEST EXTERIOR ELEVATION

A2.0

3/16" = 1'-0"

GENERAL LEGEND

XX WINDOW SCHEDULE - SEE SHEET A1.9

EXTERIOR ELEVATION KEYNOTE SCHEDULE

| KEYNOTE # | DESCRIPTION |
|-----------|--|
| (1) | (N) HORIZONTAL SIDING TO MATCH EXISTING - TYPICAL. |
| (2) | (N) CONCRETE BLOCK WALL TEXTURE/COLOR TO MATCH (E) - SEE STRUCTURAL. |
| (3) | (N) ALUMINUM STOREFRONT WINDOW SYSTEM. |
| (4) | (N) HOLLOW METAL FRAME DOOR SYSTEM - SEE SCHEDULES. |
| (5) | (N) COMPOSITION ROOF TO MATCH EXISTING - SEE ROOF PLAN & SPECS. |
| (6) | (N) GUTTER/DOWN SPOUT TO MATCH EXISTING - TYPICAL. |
| (7) | (N) CAST-IN-PLACE CONCRETE RETAINING WALL - SEE CIVIL PLANS. |
| (8) | EXISTING ROOF TO REMAIN. |
| (9) | 3" SEISMIC GAP - SEE ARCHITECTURAL DETAIL. |
| (10) | EXISTING SIDING TO REMAIN. |
| (11) | EXISTING CONCRETE BLOCK TO REMAIN. |
| (12) | (N) PONY WALL AT ROOF BEYOND - SEE ROOF PLAN FOR EXTENT. |
| (13) | 24" X 36" OSA INTAKE LOUVER - SEE MECHANICAL. |

A NEW PROJECT FOR:
SALEM KEIZER SCHOOL DISTRICT AT
HALLMAN ELEMENTARY SCHOOL
4000 DEERHAVEN DR. NE
SALEM, OR

DRAWN BY: RB
CHECKED BY: PLB
DATE: 08-27-21
TITLE: EXTERIOR ELEVATIONS
SCALE: 3/16" = 1'-0"

SHEET NO:
A2.0

**SALEM-KEIZER SCHOOL DISTRICT 24J
 HALLMAN ELEMENTARY SCHOOL
 CLASS 3 SITE PLAN REVIEW/(3) CLASS 2 ADJUSTMENTS
 WRITTEN STATEMENT**

APPLICANT/OWNER:

Attn: Joel Smallwood
 Salem-Keizer School District 24J
 3630 State Street
 Salem, OR 97301

APPLICANT’S REPRESENTATIVES:

Mark D. Shipman, Attorney
 Margaret Gander-Vo, Attorney
 Saalfeld Griggs PC
 PO Box 470
 Salem, OR 97308
 Phone: 503-399-1070
 Email: mshipman@sglaw.com
 margaret@sglaw.com



SUBJECT PROPERTY INFORMATION:

The subject property is approximately 7.94 acres in size and located at 4000 Deerhaven Drive NE, designated by the Marion County Assessor as Tax Lot 3201 (the “*School Parcel*”), and Tax Lot 3200 (the “*Parking Parcel*”) both of which are located in Township 7 South, Range 3 West, Section 12AC, in the City of Salem (herein the “*City*”) (collectively, the “*Subject Property*”). As a general reference point, the Subject Property is shown above and is further depicted on the map attached as *Exhibit “A.”* The Subject Property is developed as the Salem-Keizer School District 24J’s (herein “*Applicant*”) Hallman Elementary School. The City’s Comprehensive Plan Map designates the Parking Parcel as “Commercial” (COM) and the School Parcel as “Single Family Residential” (SFR). The Parking Parcel is zoned “Retail Commercial” (CR) and is subject to the Portland/Fairgrounds Road Overlay. The School Parcel is zoned “Single Family Residential” (RS). (For Current Comprehensive Plan Designation and Zoning Maps, See *Exhibit “B.”*) The Subject Property is located within the City limits and within the City’s Urban Service Area (“*USA*”).

The surrounding properties have the following zoning designations:

| DIRECTION | ZONING | DESIGNATION | USE |
|-----------|---|---|---|
| North | Commercial Retail/ Multiple Family Residential 2/ Single Family Residential | Commercial/ Multi-Family Residential/ Single Family Residential | Gas Station/ Multi-Family Complex/ Senior Housing |
| West | Commercial Retail | Commercial | Single Family Residence/Auto Repair Shop |

| | | | |
|-------|--|---------------------------|-----------------------|
| East | Single Family Residential | Single Family Residential | Single Family Housing |
| South | Commercial Retail/ Single Family Residential | Single Family Residential | Single Family Housing |

The Subject Property is located within the Northgate Neighborhood Association (“**Northgate NA**”). Applicant contacted the Northgate NA’s Chair and Land Use Chair on October 19, 2021, to provide notice and solicit comments in compliance with SRC 300.310. Applicant has submitted a copy of that letter and corresponding email as part of this Application (as defined below). An open house is not required for this Application.

Access to the Subject Property is provided by Portland Road NE which is designated as a Major Arterial and is at the terminus of Deerhaven Drive NE which is designated as a local street on the City’s Functional Street Classification Map (“**SCM**”). Applicant contacted Salem Cherriots on October 19, 2021, and provided a copy of the proposed site plan. Applicant has submitted that email as part of this Application.

OWNERSHIP OF THE PROPERTY:

Applicant is the owner of the Subject Property and has provided a copy of the deed the City requested during the Pre-Application Conference period. Applicant will be providing a secondary deed showing that the Subject Property is a unified unit of land during the Completeness Review.

BACKGROUND INFORMATION:

Prior to filing this Application, Applicant filed for a Pre-Application Conference to discuss the anticipated applications needed for the renovation of the Subject Property as a part of the 2018 school bond. The Pre-Application Conference request was granted and a meeting with the Applicant, Applicant’s representatives and City Staff was held on May 10, 2021.

SUMMARY OF PROPOSAL:

Applicant proposes an addition to the existing school building that will contain two (2) classrooms, interior renovations including a security vestibule remodel, acoustical and divider upgrades, renovation of the existing gym, the installation of a photovoltaic array to offset the site’s energy usage, and a new parking lot and drop off area (the “**Proposed Development**”). Under Section 220.005 of the Salem Revised Code (“**SRC**”), Applicant is required to obtain Site Plan Review approval for the Proposed Development and Applicant is requesting three (3) corresponding Class 2 Adjustments (the “**Application**”). Applicant’s requested adjustments are as follows: (1) an adjustment to the pedestrian connection standard in SRC 800.065(a)(1)(A); (2) an adjustment to the maximum parking standard in SRC 806.015(d); and (3) an adjustment to the bicycle parking siting standard in SRC 806.060(a)(1) to allow Applicant to retain the existing bicycle parking location. Applicant requests that the City process this Application as a consolidated land use application under SRC 300.120.

EXISTING SITE CONDITIONS:

The Subject Property has approximately three hundred thirty two (332’) feet of frontage along Portland Road NE and is located at the terminus of Deerhaven Drive NE. The Subject Property is currently the

location of Applicant’s Hilda Myers Hallman Elementary School (the “**Existing School**”). The Existing School use (basic education) is a permitted use in the CR Zone and a special use in the RS Zone. The site is generally level and Claggett Creek runs through the School Parcel. The Subject Property is fully served by necessary facilities. The Existing Conditions Plan has been submitted as part of this Application.

SITE PLAN:

A proposed site plan (the “**Site Plan**”) has been submitted as part of this Application.

APPLICABLE DETAIL PLANS:

Detailed plans are prepared as policy guides to the Salem Area Comprehensive Plan (“**SACP**”) and are specific plans for a particular geographic area of the City, or for the provision or performance of some particular service or function. The East Lancaster NA does not have an adopted neighborhood plan.

SALEM TRANSPORTATION SYSTEM PLAN (STSP):

The STSP uses a Street Classification System to determine the functional classification of each street within the City’s street system. The Subject Property has frontage along Portland Road NE which is designated as a Major Arterial in the STSP and is at the terminus of Deerhaven Drive NE which is designated as a local street in the STSP. The Subject Property has one (1) driveway access along Portland Road NE and a two way driveway at the terminus of Deerhaven Drive NE.

HOMEOWNERS ASSOCIATION INFORMATION:

The Subject Property is not subject to an active homeowner’s association (HOA). This Application does not require notice or approval from an HOA.

FINDINGS APPLYING TO THE APPLICABLE SALEM REVISED CODE CRITERIA FOR A CLASS 3 SITE PLAN REVIEW

Under Section 220.005(a) of the SRC, Applicant is required to obtain a Class 3 Site Plan Review for the Proposed Development. The criteria for Class 3 Site Plan Review are set out in the SRC in Chapter 220. The applicable provisions are set out in bold and italics below with Applicant’s proposed findings following in plain type.

Land Use Application & Development Review Chapters

- SRC Chapter 220 - Site Plan Review
- SRC Chapter 250 – Adjustment

Zoning & Development Standards Chapters

- SRC Chapter 511 – Single Family Residential (RS)
- SRC 522 – Retail Commercial (CR)
- SRC 603 – Portland – Fairgrounds Road Overlay Zone
- SRC Chapter 800 - General Development Standards
- SRC Chapter 802 - Public Improvements

- SRC Chapter 803 - Streets and Right-of-Way Improvements
- SRC Chapter 804 - Driveway Approaches
- SRC Chapter 805 - Vision Clearance
- SRC Chapter 806 - Off-Street Parking, Loading, and Driveways
- SRC Chapter 807 - Landscaping and Screening
- SRC Chapter 808 - Preservation of Trees and Vegetation
- SRC Chapter 809 – Wetlands
- SRC Chapter 810 - Landslide Hazards
- All other applicable provisions of the Salem Revised Code

Sec. 220.005. - Site plan review.

(f) Criteria.

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

(A) The application meets all applicable standards of the UDC; RS Zone (SRC Chapter 511); CR Zone (SRC Chapter 522); Special Use Provisions (SRC Chapter 700); Portland-Fairgrounds Overlay (PFO) Zone (SRC Chapter 603)

SRC 511.005(a); 522.005(a); 603.015 - Uses

Proposed Finding: The existing use on the Subject Property is a public elementary school, which is classified under SRC Chapter 400 as “Basic Education.” Basic Education is classified as a special use in the RS zone; a permitted use in the CR zone and is therefore permitted in the Portland-Fairgrounds Road Overlay Zone. The Application meets this standard.

SRC 511.010(a); 522.005(a); 603.020(b) – Lot Standards

SRC 511.010(a)- Lot Standards. Lots within the RS zone shall conform to the standards set forth in Table 511-2.

SRC 522.010(a)- Lot Standards. Lots within the CR zone shall conform to the standards set forth in Table 522-2.

603.020(b)- Lot Standards. Lots within the PFO zone shall conform to the standards set forth in Table 603-2.

The RS zone requires a minimum lot size of 6,000 square feet, a minimum lot width of 40 feet, a minimum lot depth of 120 feet, a maximum lot width of 300% of average lot width, and a minimum street frontage of 40 feet. The CR and PFO Zone lot standards only apply to Single Family development, with the exception of street frontage standards in the CR zone. The street frontage requirement in the CR Zone is 16 feet.

Proposed Finding: The Subject Property is approximately 345,866 square feet in size. It is approximately three hundred twenty two (322') feet wide at its narrowest point and approximately six hundred twenty five (625') feet at its widest point, for an average of approximately four hundred seventy four (473') feet.

The Subject Property is five hundred sixty (560') feet deep at its deepest point. It has approximately three hundred twenty one (321') feet of frontage along Portland Road NE and is located at the terminus of Deerhaven Drive NE. The Subject Property exceeds the applicable lot standards.

SRC 511.010(b); 522.005(a); 700.010(a); - Setbacks.

SRC 511.010(b) Setbacks. Setbacks within the RS zone shall be provided as set forth in Table 511-3

Because "Basic education" is a special use in the RS zone, the applicable setback standards for the School Parcel is set forth in SRC. 700.010 as well as a five (5) foot zone-to zone setback set forth in 511-3.:

Sec. 700.010. - Basic education.

(a) Where designated as a special use, basic education shall comply with the additional standards set forth in this section.

(1) Buildings shall be set back from every lot line a minimum of one foot for each one foot of building height; provided, however, the setback need not exceed 35 feet in depth.

(2) Off-street parking and loading areas shall be setback a minimum of ten feet from any abutting residentially zoned property or property used for a residential use.

SRC 522.010(b) Setbacks. Setbacks within the CR zone shall be provided as set forth in Table 522-3

Abutting Streets: Buildings must be setback five (5') feet from abutting streets and vehicle use areas must be set back a minimum of ten (10') feet from the public right of way and landscaped with Type A landscaping. SRC 806.035 (c)(2)(A).

Abutting Property Lines: Buildings, Accessory Structures, and Vehicle Use Areas are subject to zone-to-zone setbacks established in Table 522-4. The zone-to-zone setback for the Residential Zone is twenty (15') feet for buildings with no applicable setback for vehicle use areas.

Landscaping & Screening: The applicable landscaping and screening requirement for the portions of the Parking Parcel abutting the RS zone is Type C. For the portions of the Parking Parcel abutting properties zoned CR, the applicable landscaping requirement for vehicle use areas is Type A.

Proposed Finding: The maximum building height for the Proposed Development is the existing stairwell tower which is approximately twenty eight feet four inches high (28'4") within the thirty five (35') foot maximum which would trigger wider setbacks. The proposed addition will encroach into the zone-to-zone setback between the Parking Parcel and the School Parcel. Applicant is requesting an adjustment to this Standard.

SRC 511.010(c)- Lot Coverage, Height: Buildings and accessory structures within the RS zone shall conform to the lot coverage and height standards set forth in Table 511-4.

SRC 522.010(c)- Lot Coverage, Height: Buildings and accessory structures within the CR zone shall conform to the lot coverage and height standards set forth in Table 522-4.

The RS zone limits lot coverage by all buildings and accessory structures to a maximum of thirty five (35') percent there is no maximum in the CR zone. The maximum height for buildings and accessory structures within the RS and CR zones is fifty (50') feet.

Proposed Finding: The Proposed Development and existing buildings are within the established height restrictions, the highest point of building will be the existing stairwell tower which is approximately twenty eight feet four inches high (28'4"), which is well within the 50-foot restriction. The building and accessory structures do not exceed the thirty five (35%) percent lot coverage maximum. The Proposed Development meets this standard.

Landscaping SRC 511.015; 522.010(d):

SRC 511.015

- 1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC Chapter 807.**
- 2) Vehicle Use Areas. Vehicle use areas shall be landscaped as provided under SRC Chapter 806 and SRC Chapter 807.**

SRC 522.010(d)

- (1) Setbacks. Required setbacks shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.**
- (2) Vehicle use areas. Vehicle use areas shall be landscaped as provided under SRC chapters 806 and 807.**
- (3) Development site. A minimum of 15 percent of the development site shall be landscaped. Landscaping shall meet the Type A standard set forth in SRC chapter 807. Other required landscaping under the UDC, such as landscaping required for setbacks or vehicle use areas, may count towards meeting this requirement.**

SRC 603.020(e) & (f)

(e) Landscaping. Berms, mounds, raised beds, and grade drops shall not be allowed as a landscaping treatment, unless a bioswale treatment system or approved landscaping exists to adequately collect water runoff and the berms, mounds, raised beds, and grade drops do not exceed a 3:1 slope.

(f) Off-street parking and loading areas.

- (1) Planter bays or islands shall have a minimum planting area of 50 square feet.**
- (2) A minimum of one tree per eight parking spaces is required, of which a maximum of 25 percent may be evergreen trees. Trees shall be planted within 20 feet of the parking lot perimeter. Trees within the public street right-of-way shall not count toward the tree planting requirements.**

(3) Off-street parking may be provided no more than 800 feet from the edge of the lot, or contiguous lots, upon which the main building is located.

(4) Employee off-street parking may be provided no more than 2,000 feet from the edge of the lot, or contiguous lots, upon which the main building is located.

(5) Parking lot light structures shall not exceed 25 feet in height.

Proposed Finding: The Subject Property must satisfy “Type A” and “Type C” landscaping and screening requirements in various locations. The Proposed Development will comply with the applicable landscaping requirements for the setbacks and vehicle use areas. Applicant has submitted as part of this Application a Landscape Plan detailing the existing and proposed landscaping for the Subject Property.

SRC 693.020(j) - Project enhancements. Development within the Portland/Fairgrounds Road Overlay Zone shall include four or more of the listed project enhancements.

Proposed Finding: Applicant is complying with this standard by providing the following enhancements: (1) the landscaping for the Proposed Development exceeds the 7% landscaping enhancement in accordance with SRC 603.020(j)(9); (2) the pedestrian pathway lights will be twelve feet (12’) in height, meeting the requirements in SRC 603.020(j)(8); and, (3) the Landscaping Plan Set that Applicant has uploaded was designed by Jeff Creel, an Oregon landscape architect in conformance with SRC 603.020(j)(10). Applicant has provided the required enhancements for the Proposed Development.. This criterion is satisfied.

SRC 800.065. – Pedestrian access.

Except where pedestrian access standards are provided elsewhere under the UDC, all developments, other than single family, two family, and multiple family developments, shall include an on- site pedestrian circulation system developed in conformance with the standards in this section.

(a) Pedestrian connections required. The on-site pedestrian circulation system shall provide pedestrian connectivity throughout the development site as follows:

(1) Connection between building entrances and streets.

(A) A pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. Where a building has more than one primary building entrance, a single pedestrian connection from one of the building's primary entrances to each adjacent street is allowed; provided each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street (see Figure 800-6).

Proposed Finding: As demonstrated on the Site Plan, pedestrian access is provided from the Existing School’s primary entrance to Deerhaven Drive NE where it ties into the existing sidewalk. As part of the Proposed Development, Applicant is developing pedestrian access to Portland Road NE. This additional pathway provides access from Portland Road NE to the newly developed primary entrance along the western face of the Proposed Development. Applicant is requesting an adjustment to the requirement to

provide a pedestrian connection between the primary entrances due to the topography of the site and the existing conditions on the Subject Property, as explained in detail below.

(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 800-7).

Proposed Finding: There are transit routes along Portland Road NE but there is not a transit stop along the street frontage of the Subject Property. This standard is not applicable.

(2) Connection between buildings on the same development site. Where there is more than one building on a development site, a pedestrian connection, or pedestrian connections, shall be provided to connect the primary building entrances of all of the buildings.

Proposed Finding: There is only one (1) building on the Subject Property, this standard is not applicable.

(3) Connection through off-street parking areas.

(A) Surface parking areas. Except as provided under subsection (a)(3)(A)(iii) of this section, off-street surface parking areas greater than 25,000 square feet in size or including four or more consecutive parallel drive aisles shall include pedestrian connections through the parking area to the primary building entrance as provided in this subsection.

(i) The pedestrian connections shall be:

(aa) Provided in a minimum amount of either one connection for every four drive aisles or one connection for every 250 feet (See Figure 800-13); provided, however, in no case shall less than one pedestrian connection be provided. Where the pedestrian connection requirements of this subsection result in a fractional number, any fractional number greater than 0.5 shall be round up to require an additional pedestrian connection;

(bb) Spaced a minimum of two drive aisles apart; and

(cc) Connected to a pedestrian connection, or pedestrian connections, that lead to the primary building entrance. Where there is no building, the pedestrian connections shall connect to the street either at the sidewalk or at the public street right-of-way when there is no sidewalk.

(ii) Where the off-street surface parking area is adjacent to a street that is a transit route and there is an existing or planned transit stop along the 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.

(iii) A pedestrian connection provided between a primary building entrance and a street may be counted as a required connection through an off-street surface parking area.

(iv) Regardless of the size of the off-street parking area, pedestrian connections are not required through off-street surface parking areas that have a depth, in all locations, of not more than 124 feet. For purposes of this subsection, parking area depth is measured through the parking area from its outside edge towards the building.

Proposed Finding: The Subject Property has two (2) separate off-street parking areas, the existing off-street parking area, which is less than 25,000 square feet in size, and the parking area that is being developed as part of the Proposed Development. The existing parking area is not being modified as part of this Application and is exempt from this standard. The proposed parking area is being developed in conformance with the pedestrian connection standards of both this chapter and of the PFO Zone. The Subject Property is not adjacent to a transit stop. This standard is satisfied.

(b) Design and materials. Required pedestrian connections shall be in the form of a walkway, or may be in the form of a plaza.

(c) Lighting. The on-site pedestrian circulation system shall be lighted to a level where the system can be used at night by employees, customers, and residents.

Proposed Finding: The pedestrian pathways and circulation system within the Subject Property either are or will be developed in a way which complies with the design and lighting specifications set forth in the SRC. This standard is met.

Streets and Right-of-Way Improvements (SRC Chapter 803)

SRC. 803.010. - STREETS, GENERALLY.

Except as otherwise provided in this chapter, all streets shall be improved to include the following: adequate right-of-way, paving, curbing, bike lanes (where required), sidewalks, street lighting, stormwater facilities; utility easements, turnarounds, construction strips, landscape strips, parking lanes, adequate right-of-way geometry, paving width, grade, structural sections and monumentation, that conforms to the Public Works Design Standards.

Proposed Finding: The Subject Property has frontage along Portland Road NE and is located at the terminus of Deerhaven Drive NE. Deerhaven Drive NE is designated as a Local Street, requiring a minimum of sixty (60') feet of right of way. Measuring from sidewalk edge to sidewalk edge, Deerhaven Drive NE measures approximately 48 feet wide, however, the Subject Property is located at the terminus of Deerhaven Drive and does not have frontage along Deerhaven Drive NE to assist in the expansion of the ROW. Deerhaven Drive NE is developed with curbs, sidewalks, and stormwater facilities. Applicant is not proposing any construction in this area.

Portland Road NE is designated as a Major Arterial, requiring a minimum of ninety six (96') feet of right of way. Portland Road NE is currently fully developed with street lights, bike lanes, sidewalks, and stormwater systems. The paved area appears to comply with Public Works design standards and measures approximately 106 feet from sidewalk edge to sidewalk edge at its widest point along the Subject Property's frontage. Applicant is proposing the development of a driveway into the Parking Parcel via Portland Road NE which will use an existing driveway access. This standard is satisfied.

SRC. 803.015. - TRAFFIC IMPACT ANALYSIS.

(b) Applicability. An applicant shall provide a traffic impact analysis if one of the following conditions exists:

- (1) The Development will generate 200 or more daily vehicle trips onto a local street or alley, or 1,000 daily vehicle trips onto a collector, minor arterial, major arterial, or parkway. Trips shall be calculated using the adopted Institute of Transportation Engineer's Trip Generation Manual. In developments involving a land division, the trips shall be calculated based on the Development that will occur on all lots that will be created by the land division.**
- (2) The increased traffic resulting from the Development will contribute to documented traffic problems, based on current accident rates, traffic volumes or speeds, and identified locations where pedestrian and/or bicyclist safety is a concern.**
- (3) The City has performed or reviewed traffic engineering analyses that indicate approval of the Development will result in levels of service of the street system that do not meet adopted level of service standards.**

Proposed Finding: The Proposed Development involves the internal renovation of the existing building and an increase in the square footage of the building. The majority of the expansion will be for additional classrooms. Applicant is planning for a resulting student population of approximately four hundred sixty five (465) students with a potential increase to four hundred seventy (470) students by 2035. The current capacity is four hundred eighteen (418) students. This increase in the student population is not anticipated to generate trips in excess of the two hundred (200) trips necessary to trigger a TIA. This criterion is not applicable.

Off-Street Parking, Loading, and Driveways (SRC Chapter 806)

SRC 806.005 - Off-Street Parking; When Required.

(a) General applicability. Off-street parking shall be provided and maintained for any intensification, expansion, or enlargement of a use or activity.

SRC 806.010 - Proximity of Off-Street Parking to Use or Activity Served.

Required off-street parking shall be located on the same development site as the use or activity it serves.

Table 806-1 states that the minimum parking area for the proposed use is 2 per classroom. Table 806-2 states that the maximum number of parking spaces is 2.5 times the minimum (for 20 spaces or fewer) or 1.75 times the minimum (greater than 20 spaces).

Proposed Finding: The Proposed Development will result in a total of twenty two (22) classrooms meaning the applicable minimum required parking is forty four (44) spaces and the maximum required parking is seventy seven (77). There are currently thirty two (32) parking stalls on the Subject Property and Applicant is proposing an additional seventy seven (77) parking stalls, exceeding the maximum permitted parking for the Subject Property by approximately forty two (42%) percent. Applicant is requesting a Class 2 Adjustment to allow for the additional parking spaces.

Bicycle Parking

SRC 806.055(a) - General Applicability.

Bicycle parking shall be provided and maintained for any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity. The applicable requirement under SRC 806, Table 806-8 is two (2) per classroom.

Proposed Finding: The Proposed Development will result in a total of twenty two (22) classrooms. Applicant will be providing a total of forty four (44) spaces near the existing primary entrance. Applicant will bring the bike rack design into conformance but is requesting an adjustment to allow the bike racks to remain in their existing location. Applicant is proposing the addition of a bike rack at the new primary entrance facing Portland Road NE, but these bikes will be oriented toward providing staff bicycle parking due to safety concerns associated with elementary school aged children riding along Portland Road NE.

Interior Parking Lot Landscaping

SRC 806.035(d) establishes landscaping requirements for the interior of parking lot and vehicle use areas.

Landscaping and Screening (SRC Chapter 807)

All required setbacks shall be landscaped with a minimum of one plant unit per twenty square feet of landscaped area. A minimum of forty percent of the required number of plant units shall be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees. Plant materials and minimum plant unit values are defined in SRC Chapter 807, Table 807-2.

Proposed Finding: The Proposed Development will not impact the majority of the established setback landscaping and there are mature trees along the majority of Claggett Creek, which runs through the Subject Property. Additional landscaping is being provided in the areas where Applicant is proposing development. This criterion is satisfied.

Preservation of Trees and Vegetation (SRC Chapter 808)

The City's tree preservation ordinance, under SRC Chapter 808, provides that no person shall remove a significant tree (Oregon White Oak greater than twenty-four (24) inches in diameter at breast height) (SRC 808.015) or a tree or native vegetation in a riparian corridor (SRC 808.020), unless the removal is excepted under SRC 808.030(a)(2), undertaken pursuant to a permit issued under SRC 808.030(d), undertaken pursuant to a tree conservation plan approved under SRC 808.035, or permitted by a variance granted under SRC 808.045.

Proposed Finding: Applicant has identified on the Existing Conditions Plan the three existing trees it will be removing as part of the Proposed Development. No protected trees or heritage trees have been identified on the Site Plan for removal. This standard is met.

Wetlands (SRC Chapter 809)

Grading and construction activities within wetlands are regulated by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers. State and Federal wetland laws are also administered by the DSL and Army Corps, and potential impacts to jurisdictional wetlands are addressed through application and enforcement of appropriate mitigation measures.

Proposed Finding: Applicant is not proposing any construction within or adjacent to Claggett Creek. This standard is not applicable.

Landslide Hazards (SRC Chapter 810)

A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area.

Proposed Finding: The Subject Property is not within a mapped landslide hazard area. This standard is not applicable.

(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;*

Proposed Finding: The Subject Property provides for the safe and efficient movement of goods and people. The Subject Property has frontage along both Portland Road NE and Deerhaven Drive NE. The Subject Property is well connected to the existing public street system, thereby providing connectivity with the surrounding neighborhood. Upon development the parking areas will provide adequate space for queuing and conform to pedestrian access standards. Applicant's proposed parking area will allow for parent pick-up, which the City's traffic engineer has determined will not require limited movement onto Portland Road NE. The Subject Property is currently developed with pedestrian sidewalks and transit services are close at hand, all of which encourage the use of alternative modes of transportation for staff. Due to the nature of the use, a significant amount of the student population arrives via school bus, further minimizing the impact on the surrounding traffic system. This criterion is satisfied

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

Proposed Finding: The existing and proposed parking areas provide for the safe and efficient movement of vehicles, bicycles, and pedestrians through the Subject Property. There is adequate space for maneuvering within the parking areas and the parking areas are small enough that pedestrians are able to move quickly and safely through the areas without requiring pedestrian connections. The driveways are developed to standard and the adjacent bike lanes and available bike parking facilitate access to the Subject Property via bicycle. There are existing pedestrian connections from the parking areas to the adjacent streets that conform to the applicable code standards This criterion is satisfied.

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

Proposed Finding: The Subject Property is located within the City’s USA and is currently served, or capable of being served, by public facilities and services necessary to support the uses associated with the Proposed Development. This criterion is satisfied.

SECTION 250.005. – ADJUSTMENTS

(a) Applicability.

(1) Classes

(A) A Class 1 adjustment is an adjustment to any numerical development standard in the UDC that increases or decreases the standard by not more than 20 percent.

(B) A Class 2 adjustment is an adjustment to any development standard in the UDC other than a Class 1 adjustment, including an adjustment to any numerical development standard in the UDC that increases or decreases the standard by more than 20 percent.

Proposed Finding: Applicant is requesting three (3) adjustments to applicable development standards (1) an adjustment to the pedestrian connection standard in SRC 800.065(a)(1)(A); (2) an adjustment to the maximum parking standard in SRC 806.015(d); and (3) an adjustment to the bicycle parking siting standard in SRC 806.060(a)(1) to allow Applicant to retain the existing bicycle parking location.

(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.

Proposed Finding: Applicant is requesting three (3) adjustments to applicable development standards. First, Applicant is requesting an adjustment to the requirement in SRC 800.065(a)(1)(A) provide a pedestrian connection between the two entrances. The purpose for providing pedestrian connections is to provide efficient, direct, and safe connections from between the primary entrances on an existing development site. The topography of the Subject Property is somewhat unique due to the slopes on the Subject Property, the presence of Clagett Creek, and existing development features. The combination of these elements makes the only opportunity for connection between the primary entrances is providing connection that circumvents almost the eighty (80%) percent of the building and which would run along the emergency access route. Providing this connection might encourage very young students to utilize the pedestrian pathway around the building, rather than entering through the closest main entrance and navigating through the interior of the building. Due to the nature of the use and the topography and existing elements of development on the Subject Property, the development standard is clearly inapplicable.

Second, Applicant is requesting an adjustment to the maximum parking standard in SRC 806.015(d). The purpose and intent of the maximum parking standard is not clearly stated, but it can be inferred that the

primary purpose of the maximum parking standard is to avoid the development of excessive parking especially within the Portland Fairgrounds Overlay. The Subject Property is developed with an existing elementary school, which has an established minimum and maximum parking standard but has never had adequate parking due to the constraints on the Subject Property from Claggett Creek and the proximity of the neighboring residential neighborhood. The additional parking is being provided in response to complaints from neighboring property owners regarding both traffic and overflow parking within the residential neighborhood. Due to the orientation of the Existing School, Applicant is adding a second parking area on the Parking Parcel. Upon development both parking areas will be needed to allow for adequate parking as different users prioritize one lot over the other, depending on the entrance they use and the area of the community they arrive from, as well as ensuring that there will be adequate space for queuing and circulation. By providing an increase to the typical maximum allowed for the use, Applicant will provide for better circulation and use of the Proposed Development without providing excessive parking.

In an attempt to mitigate the larger parking area, Applicant has proposed a substantial amount of landscaping which will significantly exceed not only the CR landscaping standard, but also the Portland Fairground Overlay Enhancement standard. A significant amount of these landscaping units will be located adjacent to the sidewalks that extend along the Parking Parcel's frontage along Portland Road NE, providing an enhanced pedestrian experience along the Subject Property, in conformance with the intent and purpose of the zone. This is especially true when you look at the surrounding properties where similar enhancements have not occurred. Upon development, the Subject Property will provide enhanced landscaping along the pedestrian facilities, buffering from the proposed parking areas, as well as enhancements to the pedestrian experience along the Subject Property. Applicant previously provided the reasoning for the requested increase in parking stalls for the Proposed Use, the existing parking area is located within a developed neighborhood and does not provide adequate parking or circulation for safely dropping off and picking up students. Applicant is proposing a larger parking area to help meet this need, largely replacing the existing parking area for the majority of the staff, parents, and students while retaining the existing parking area for users coming in from the adjacent residential neighborhoods. The proposed adjustment provides adequate parking which is offset by extensive interior landscaping and pedestrian oriented pathways on a parcel that already exceeds the applicable landscaping standards. These mitigations allow for a proposed development that equally or better meets the purpose of the maximum parking standard by providing an enhanced pedestrian experience while also providing needed parking. This standard is equally or better met.

Third, Applicant is requesting an adjustment to the bicycle parking siting standard in SRC 806.060(a)(1) to allow Applicant to retain the existing bicycle parking location. Due to the traffic volume along Portland Road NE and the age of the students, Applicant believes there are safety concerns associated with the positioning of additional bicycle parking at this location rather than orienting bicyclists towards the bike parking that exists adjacent to the existing parking area. Applicant is willing to provide minimal bicycle parking at that location which will allow for staff use, while retaining the existing bicycle parking for use by the students. Applicant's proposal equally or better meets the standards by providing adequate bicycle parking for the students in areas that are safe, convenient, and visible on approach to the primary entrances. This standard is equally or better met.

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

Proposed Finding: The School Parcel is located within a residential zone, however, the requested adjustment related to the residential portion of the parcel are either fully screened from the adjacent residential uses or are requested as a means of maintaining existing non-conforming conditions on the Subject Property. The Proposed Development with not detract from the livability or appearance of the residential area. This criterion is satisfied.

(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.

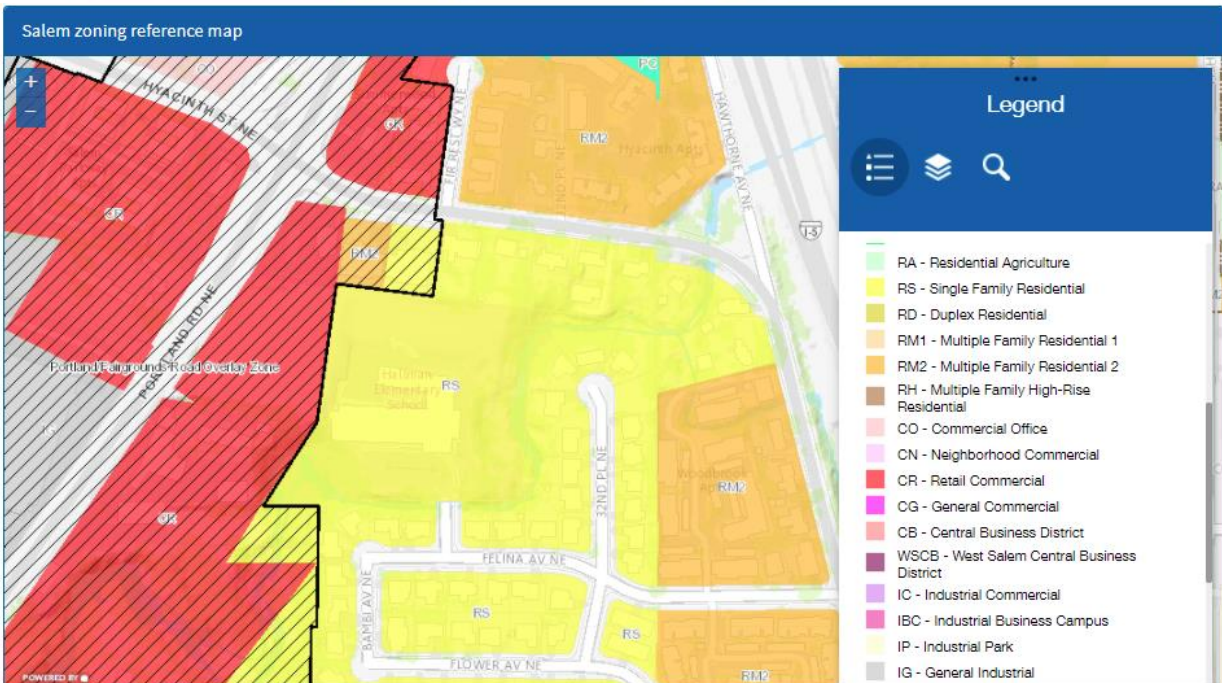
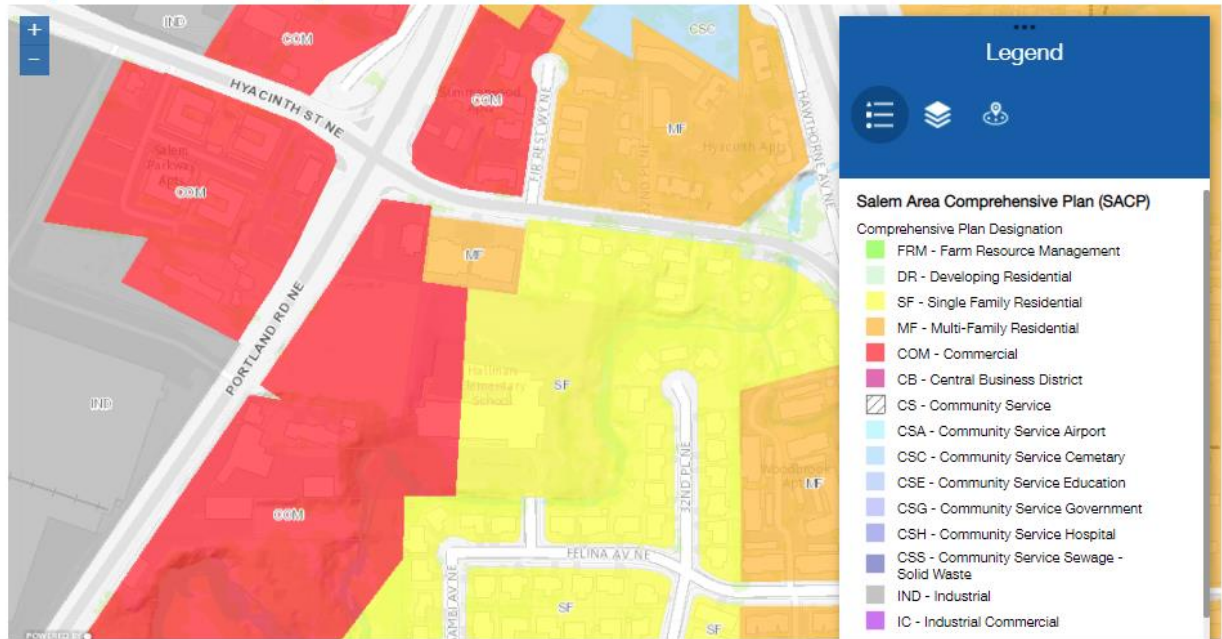
Proposed Finding: The proposed adjustments for this Application are confined to either retaining non-conforming elements on the Subject Property or are designed to allow for unified development across a unified parcel which is split zoned. These adjustments are minimal, and the Proposed Development remains consistent with the purpose of the applicable zones where Basic Education is either a permitted or special use. This criterion is satisfied.

CONCLUSION:

Based on the findings contained in this written statement, the Applicant has satisfactorily addressed the applicable criteria for granting this consolidated application for a Class 3 Site Plan Review and three (3) Class 2 Adjustments. Applicant respectfully requests that the Application be approved.

EXHIBIT B
COMPREHENSIVE PLAN DESIGNATION
AND ZONING MAPS

Map of Salem Area Comprehensive Plan





MEMO

TO: Kirsten Straus, Planner I
Community Development Department

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

DATE: April 8, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ-DR22-13 (21-119953)
4000 DEERHAVEN DRIVE NE
HALLMAN ELEMENTARY IMPROVEMENTS**

PROPOSAL

A Class 3 Site Plan Review for renovations of Hallman Elementary School. The proposal includes a new vehicle use area that will include parking, pick-up and drop-off area, two new classrooms, gym renovation, and other interior improvements. The property is located at 4000 Deerhaven Drive NE and 4130 Portland Road NE, split-zoned RS (Single Family Residential) and CR (Commercial Retail), and partially within the Portland/Fairgrounds Road Overlay Zone (Marion Co. Tax Lot Nos. 073W12AC/3201 and 073W12AC/3200).

RECOMMENDED CONDITIONS OF APPROVAL

1. Construct overhead school zone speed flashers and associated signage to the north and south of the subject property on Portland Road NE.

FACTS

Streets

1. Deerhaven Drive NE
 - a. Standard—This street is designated as a Local street in the Salem TSP. The standard for this street classification is a 30-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 30-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

Code authority references are abbreviated in this document as follows: *Salem Revised Code* (SRC); *Public Works Design Standards* (PWDS); *Salem Transportation System Plan* (Salem TSP); and *Stormwater Management Plan* (SMP).

2. Portland Road 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 70-foot improvement within a 100-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. There are 12-inch storm mains located in Deerhaven Drive NE and Portland Road NE.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. An 8-inch water main is located in Deerhaven Drive NE and extends onto the subject property within an easement to the north and west property lines.
- c. A 12-inch water main is located in Portland Road NE.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Deerhaven Drive NE and extends onto the subject property within an easement.
- b. An 8-inch sewer main is located in Portland Road NE.
- c. A 60-inch sewer main is located on the subject property within an easement and extends from Portland Road NE to the eastern property line.

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—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.

The subject property is designated on the Federal Emergency Management Agency (FEMA) floodplain maps as a Zone “AE” floodway. Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation. The new structure is not being constructed in the floodplain area.

The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

According to the City’s adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-point and 3-point landslide hazard areas on the subject property. The applicant’s proposal does not disturb any portion of a mapped landslide hazard area; therefore, a geological assessment is not required.

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—Portland Road NE and Deerhaven Drive NE are fully improved and meet the right-of-way width standards pursuant to the Salem TSP. The City Traffic Engineer has determined that the proposed development will result in unsafe traffic circulation along Portland Road NE. In order to mitigate the additional traffic generated from the proposed development, Portland Road NE shall be designated as a school speed zone. As a result, the applicant shall construct overhead school zone speed flashers and associated signage to the north and south of the subject property on Portland Road NE in order to delineate the school speed zone. The flashers shall be installed pursuant to PWDS.

Criteria: SRC 220.005(f)(3)(C) Parking areas and driveways are designed to facilitate safe and efficient movement of vehicles, bicycles, and pedestrians

Finding—The driveway access onto Deerhaven Drive NE and Portland Road NE provide 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 does not propose any new connections to public infrastructure.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. 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.

Prepared by: Matt Olney, Program Manager
cc: File