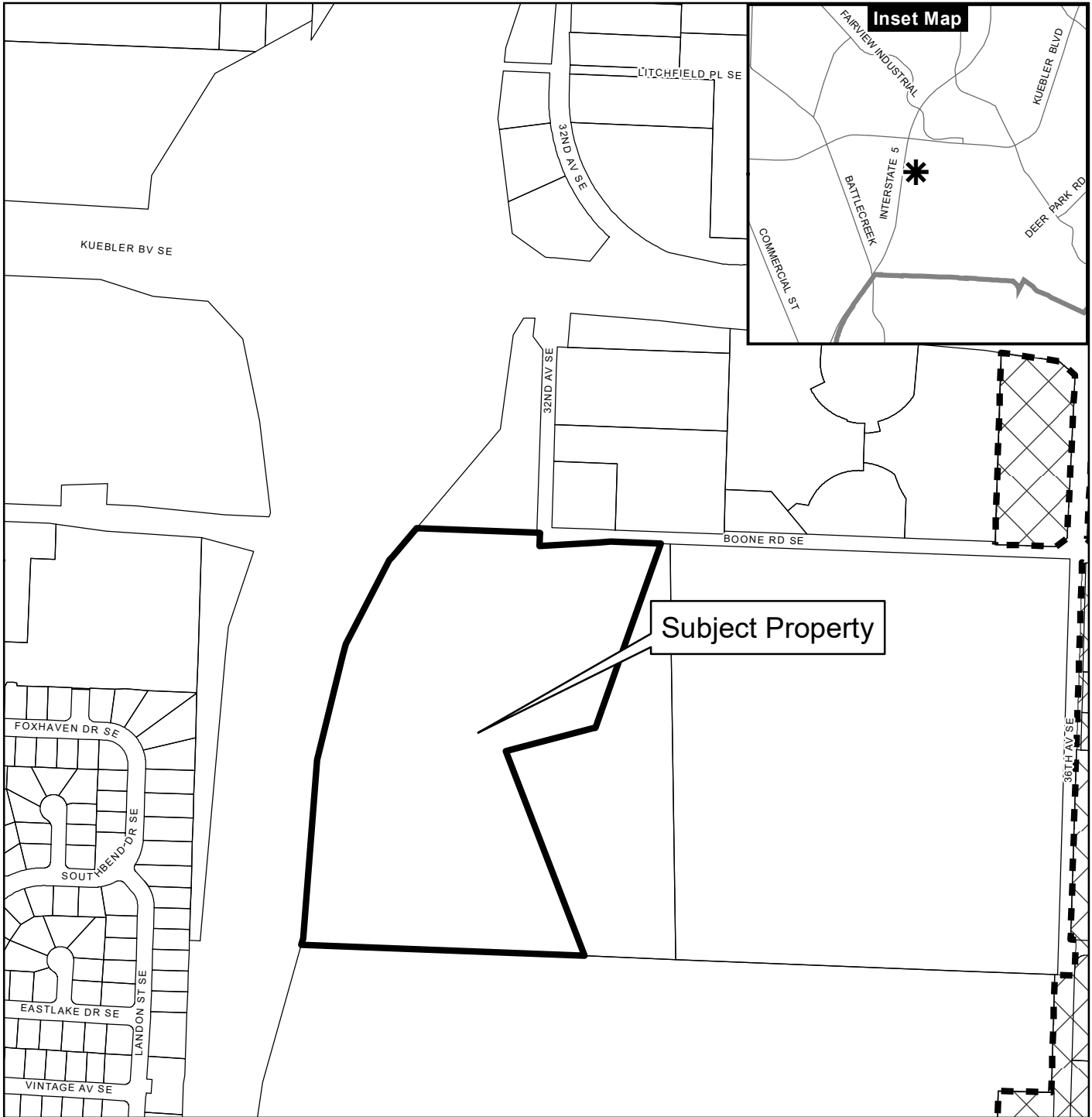


Vicinity Map

3200 Block of Boone Road SE



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

0 100 200 400 Feet



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McKENZIE HEIGHTS PHASE 2

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7071p-SITE SDR2-XCOND

Design:	M.D.G.
Drawn:	T.N.S.
Checked:	M.D.G.
Date:	AUG. 2020
Scale:	AS SHOWN



JOB # 7071

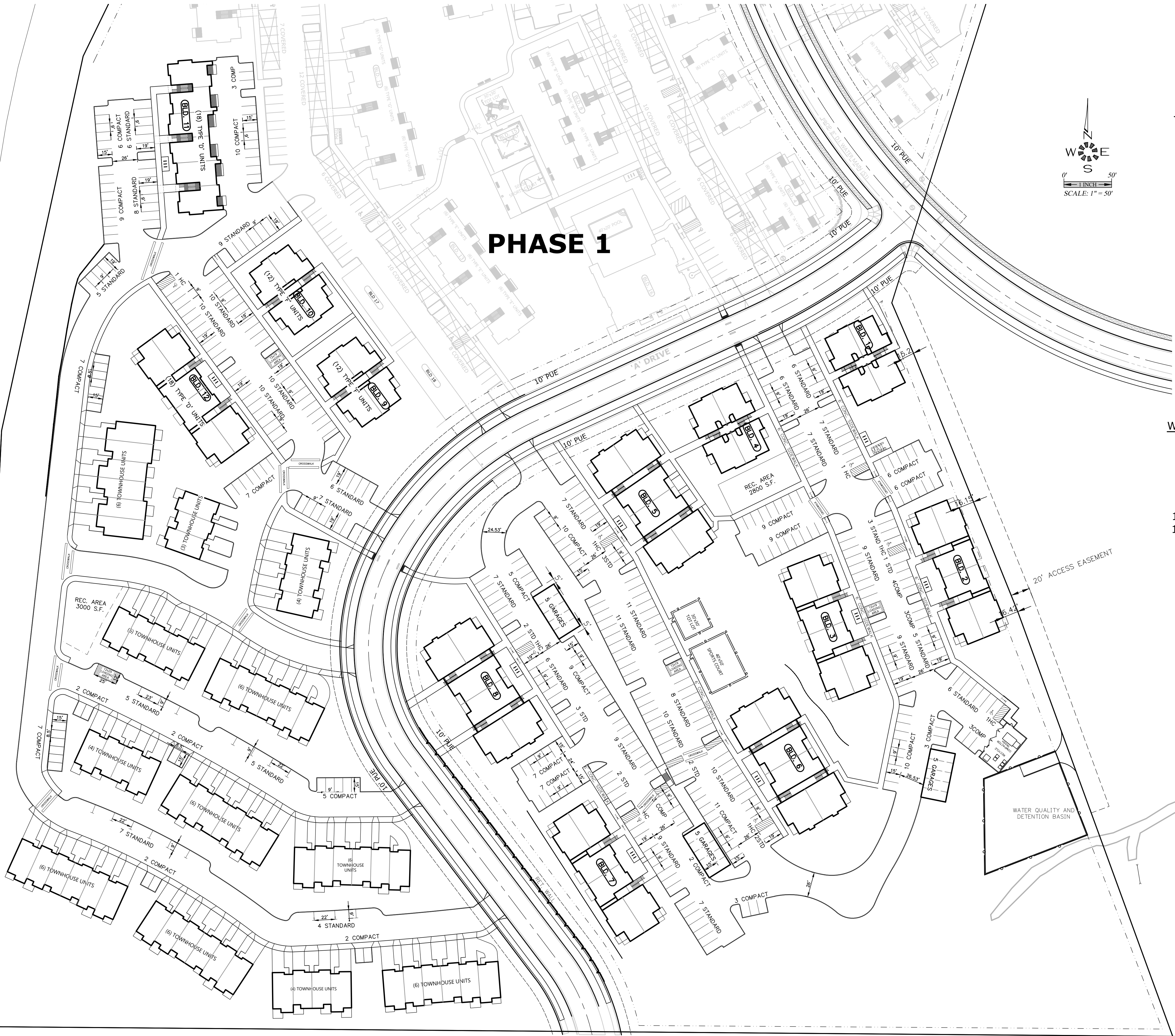
SDR2

EXISTING TREES WITHIN BOUNDARY

⊙ = EXISTING TREE TO REMAIN
 ✕ = EXISTING TREE TO BE REMOVED

TREE 00
 |
 TRUNK DIA. (INCHES)

	REMAIN	REMOVE	TOTAL
WHITE OAK 24"≥	6	21	27
OTHER TREES	129	422	551
TOTAL TREES	135	443	578



SITE AREAS
BOUNDARY _____ 1,412,323 S.F.
TOTAL SITE _____ 830,133 S.F.

EAST SIDE
150 TOTAL APARTMENT UNITS EAST
24 TYPE "I" 2-Bd, 2-Ba (1032 S.F.) UNITS
18 TYPE "W6E" 2-Bd, 2-Ba (1067 S.F.) UNITS
36 TYPE "P4" 2-Bd, 2-Ba (1038 S.F.) UNITS
36 TYPE "J" 3-Bd, 2-Ba (1205 S.F.) UNITS
36 TYPE "A" 1-Bd, 1-Ba (651 S.F.) UNITS

302 TOTAL PARKING STALLS
161 STANDARD STALLS
119 COMPACT STALLS
7 HANDICAP STALLS
2 12x19 LOADING AREAS
15 GARAGES (1 HANDICAP)
42 BICYCLE SPACES IN 7 RACKS (38 REQUIRED)
1 40'x50' SPORTS COURT
1 30'x30' TOT LOT
1 TRASH COMPACTOR / RECYCLE
2 PLAY AREAS
1 U.S. MAIL BOX AREA
1 CLUBHOUSE / MANAGERS OFFICE (PHASE 1)
1 SWIMMING POOL (42'x22') (PHASE 1)
1 REC. AREA

WEST SIDE
60 TOTAL APARTMENT UNITS WEST
24 TYPE "HE" 2-Bd, 2-Ba (1010 S.F.) UNITS
18 TYPE "W6I" 2-Bd, 2-Ba (1037 S.F.) UNITS
18 TYPE "W6E" 2-Bd, 2-Ba (1067 S.F.) UNITS
62 TOWNHOUSE UNITS

181 TOTAL PARKING STALLS
103 STANDARD STALLS
60 COMPACT STALLS
1 HANDICAP STALLS
1 12x19 LOADING AREA
1 12x25 LOADING AREA
1 REC. AREA
8 GARAGES
12 BICYCLE SPACES IN 2 RACKS (12 REQUIRED)
1 U.S. MAIL BOX AREA

★ THE INDICATED LOWER FLOOR UNITS IN BUILDINGS 5 & 9 ARE TO BE TYPE A UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC. 1107.6.2.1.1 (NOTED ON FLOOR PLANS). ALL OTHER LOWER FLOOR UNITS TO BE TYPE B UNITS IN ACCORDANCE WITH THE 2014 OSSC SEC. 1107.6.2.1.2

- ⊙ – POLE LIGHT MAXIMUM 14' TALL
- ★ – POST LIGHT MAXIMUM 5' TALL
- ▨ – LOCATION OF ELECTRICAL SEPARATION WALL
- ① – MAXIMUM 1:12 SLOPE ON SIDEWALK END RAMPS
- ||| – 6 BICYCLE SPACES.

ADA HANDICAP ACCESSIBILITY NOTES:

- ALL ON-SITE WALKWAYS, PEDESTRIAN CONNECTIONS TO THE PUBLIC SIDEWALK AND ROUTES TO BUILDING ENTRANCES ARE ACCESSIBLE WITH RUNNING SLOPES LESS THAN 5% AND CROSS SLOPE LESS THAN 2% MAX. LANDINGS AT BOTTOM OF STAIRS AND EXT. FACE OF ENTRANCE DOORS SHALL HAVE A SLOPE IN THE DIRECTION OF TRAVEL NOT TO EXCEED 2%.
- HANDICAP PARKING STALLS AND ACCESS AISLES ARE TO HAVE SLOPES IN ANY DIRECTION OF LESS THAN 2% MAX. GRAPHIC MARKINGS & SIGNAGE FOR HANDICAP AND VAN ACCESSIBLE STALLS WILL BE PER OSSC 2010 CHPTR. 11 AND ORS. REQUIREMENTS.
- HANDICAP ACCESSIBLE CURB RAMPS SHALL HAVE A RUNNING SLOPE NOT TO EXCEED 1:12 MAX. AND A CROSS SLOPE NOT TO EXCEED 1%.
- THE COMMUNITY BUILDING & ON-SITE LAUNDRY FACILITIES WILL BE FULLY HANDICAP ACCESSIBLE IN ACCORDANCE WITH ANSI A117.1 AND CHAPTER 11 OF THE 2010 OSSC.
- 2% OF THE LIVING UNITS OR (3) UNITS WILL BE TYPE 'A' HANDICAP ACCESSIBLE. THESE INCLUDE A 1, 2 AND 3 BEDROOM UNIT AS INDICATED ON THIS SITE PLAN. THE BALANCE OF THE GROUND FLOOR LIVING UNITS WILL BE TYPE 'B' ADAPTABLE UNITS IN ACCORDANCE WITH ANSI A117.1.

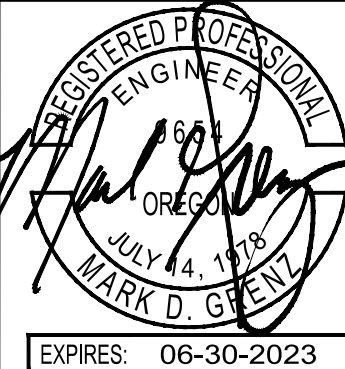


SITE PLAN

MCKENZIE HEIGHTS PHASE 2

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Design: M.D.G.
Drawn: T.N.S.
Checked: M.D.G.
Date: AUG. 2020
Scale: AS SHOWN

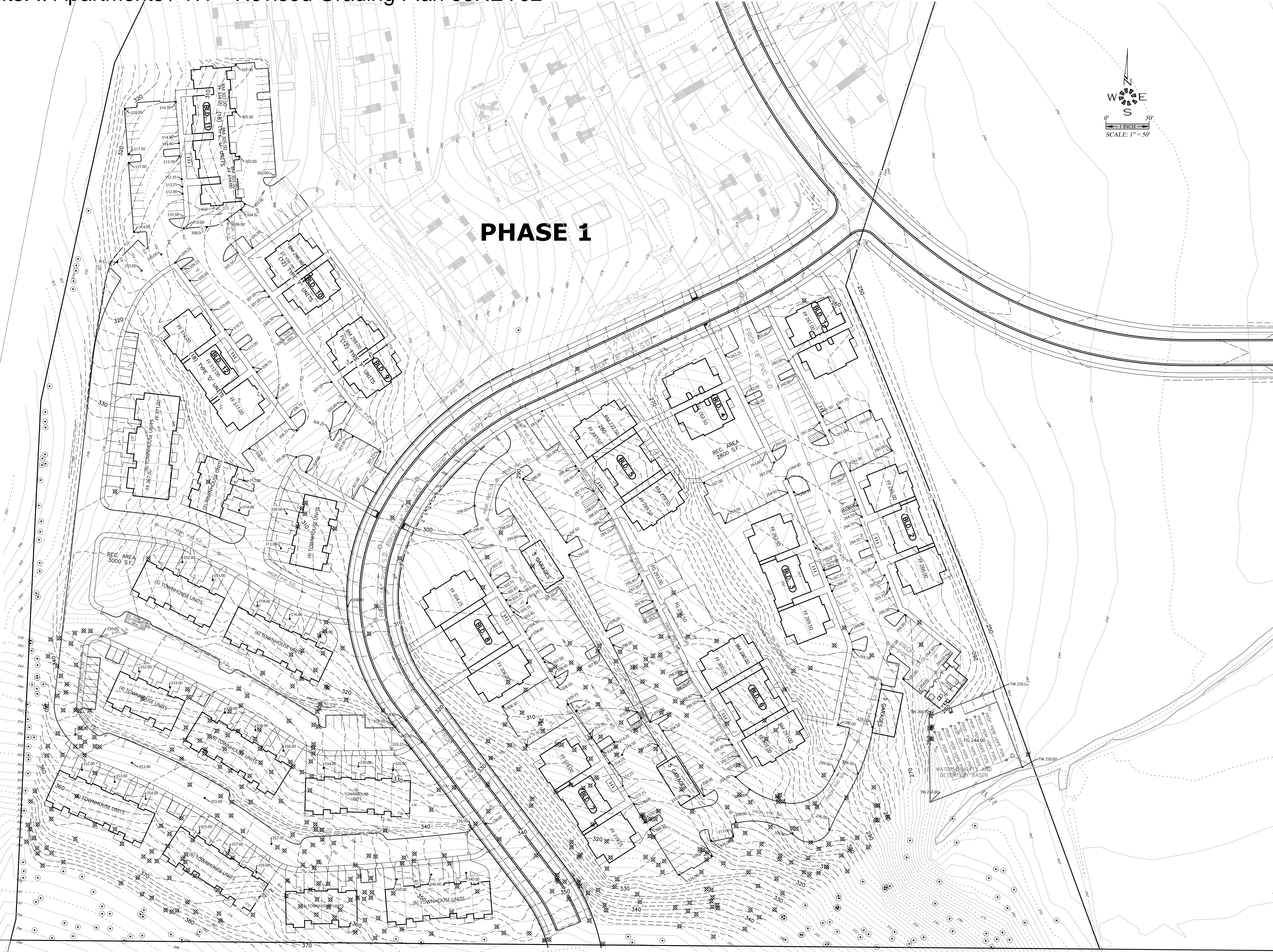


EXPIRES: 06-30-2023

JOB # 7071

SDR3

McKenzie Hts. II Apartments / TH – Revised Grading Plan 66REV02



PHASE 1



ENGINEERING SERVICES, INC.
1155 13th ST. S.E. SALEM, OR. 97302
PH. (503) 363-9227 FAX (503) 364-1260
www.multiphaseengineering.com

GRADING PLAN

MCKENZIE HEIGHTS PHASE 2

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Drawn:	C.D.S.
Checked:	E.A.H.
Date:	AUG. 2020
Scale:	AS SHOWN



REGISTERED PROFESSIONAL
ENGINEER
MARK D. GREEN
JULY 14, 1978
EXPIRES: 06-30-2023

JOB # 7071

SDR5

McKenzie Heights II Design Review - Stormwater Plan Exh. 67

J:\7071\7071 - Crown Point Segment 2 (67%)\Draw - 201\Production - plan\7071e-11.dwg, 5/26/2021, 8:57:19 AM, TSV:ul



MULTI/TECH

ENGINEERING SERVICES, INC.
1155 13th St. S.E. Salem, OR 97302
PH: (503) 363-9227 FAX: (503) 364-1260
www.mtsengineering.com

PRIVATE
STORM DRAIN
PLAN

CROWN POINT SEGMENT 2

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Design:	M.D.G.
Drawn:	C.D.S.
Checked:	E.A.H.
Date:	AUG. 2020
Scale:	AS SHOWN

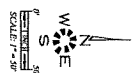
REGISTERED PROFESSIONAL ENGINEER
MARK D. GORAL
JULY 14, 1978
EXPIRES: 06-30-2023


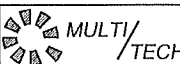
JOB # 7071

SDR6



<p>SDR7</p>	<p>  Design: M.D.C. Drawn: C.D.S./A.R.T. Checked: E.A.H. Date: AUG. 2020 Scale: AS SHOWN </p>	<p> NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION. </p>	<p align="center"> CROWN POINT SEGMENT 2 PRIVATE SANITARY SEWER PLAN </p>	<p align="center">  MULTI/TECH ENGINEERING SERVICES, INC. 1155 13th ST. S.E. ALEM, OH. 97002 PH. (503) 263-9127 FAX (503) 264-1260 www.mtengineering.net office@mtengineering.net </p>
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	Design: M.D.G. Drawn: C.D.S. Checked: E.A.H. Date: AUG. 2020 Scale: AS SHOWN	NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER. DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.	CROWN POINT SEGMENT 2	PRIVATE DOMESTIC WATER PLAN	 MULTI/TECH <small>ENGINEERING SERVICES, INC.</small> <small>11530 S. 22ND ST., S.W., SUITE 100, RAYLEIGH, OHIO 43081</small> <small>PH: (603) 363-9229 FAX: (603) 364-1245</small> <small>www.mtengr.com email: office@mtengr.com</small>
	SDR8 <small>10587 E.A.H.</small>				

MCKENZIE HEIGHTS PHASE 2: APARTMENTS & TOWN HOMES

BOONE ROAD SE
SALEM, OREGON

CLIENT / OWNER:

BONAVENTURE
CONTACT: MARK LOWEN
3425 BOONE ROAD SE
SALEM, OREGON 97317

LANDSCAPE ARCHITECT:

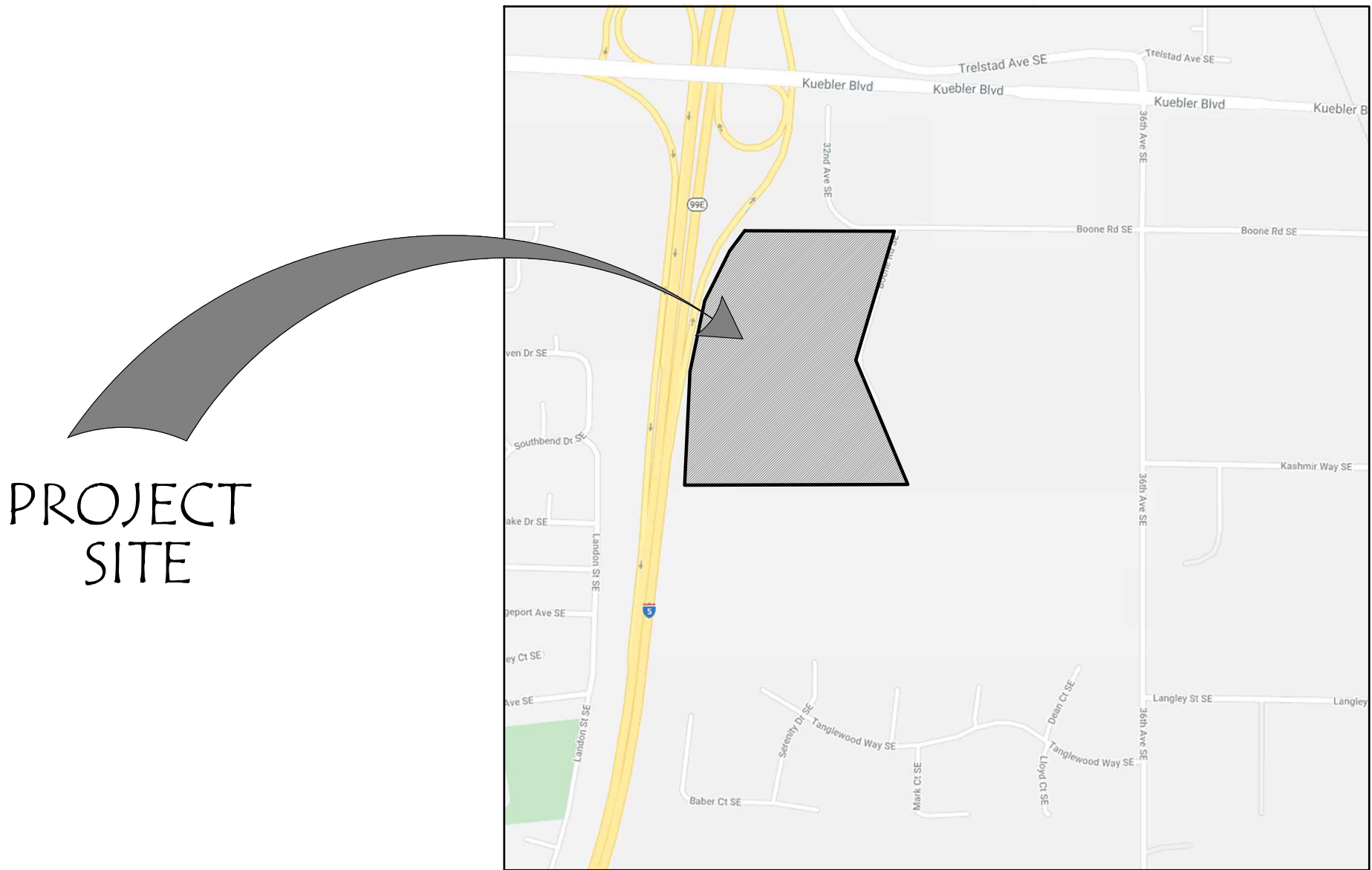
LAURUS DESIGNS, LLC
LAURA ANTONSON, RLA, ASLA
1012 PINE STREET
SILVERTON, OREGON 97381
503 . 784 . 6494
LAURA@LAURUSDESIGNS.COM

CALL BEFORE YOU DIG:
1.800.332.2344
www.digsafelyoregon.com

SHEET INDEX:

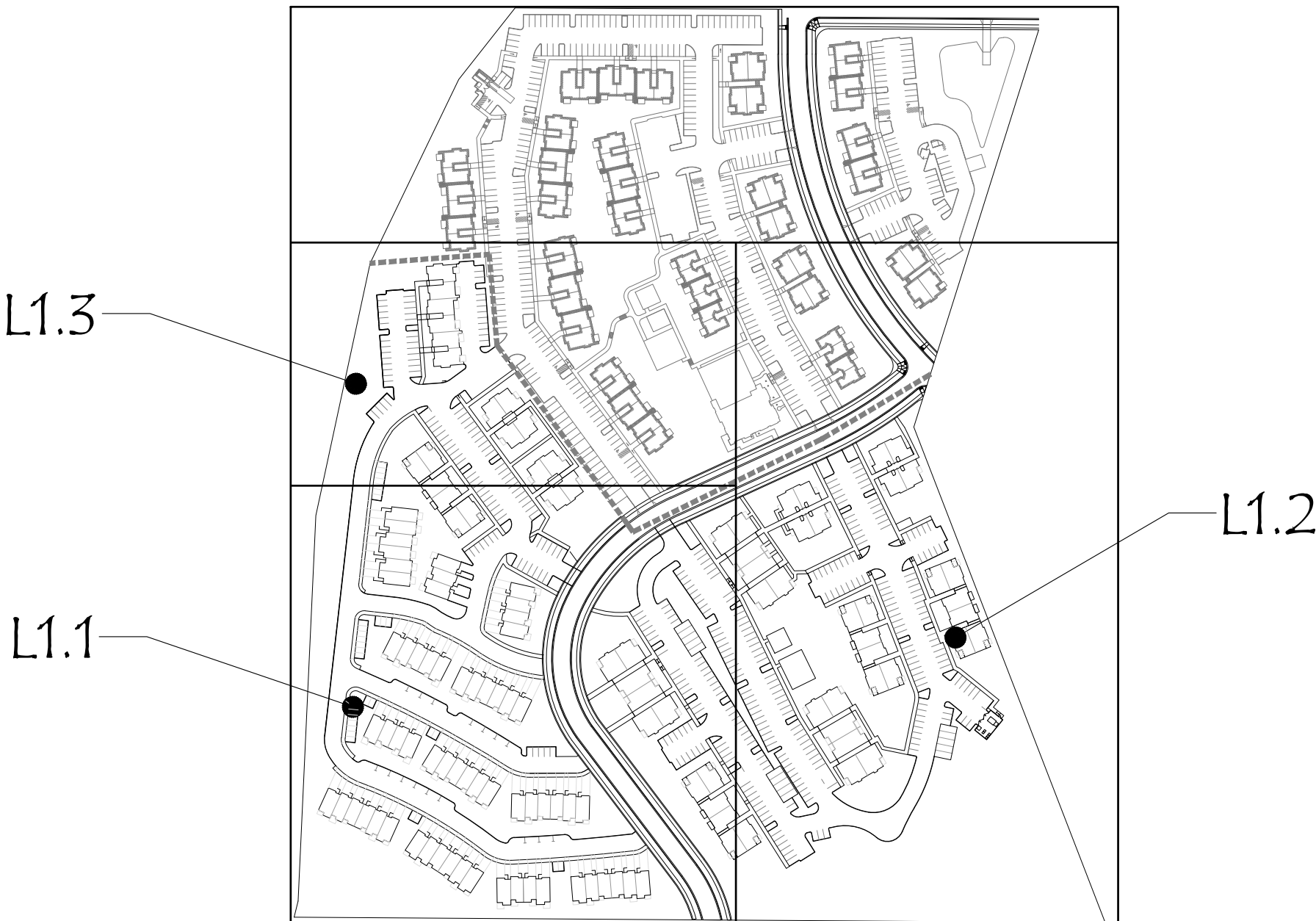
- LO.0 COVER SHEET
- L1.1 PLANTING PLAN
- L1.2 PLANTING PLAN
- L1.3 PLANTING PLAN

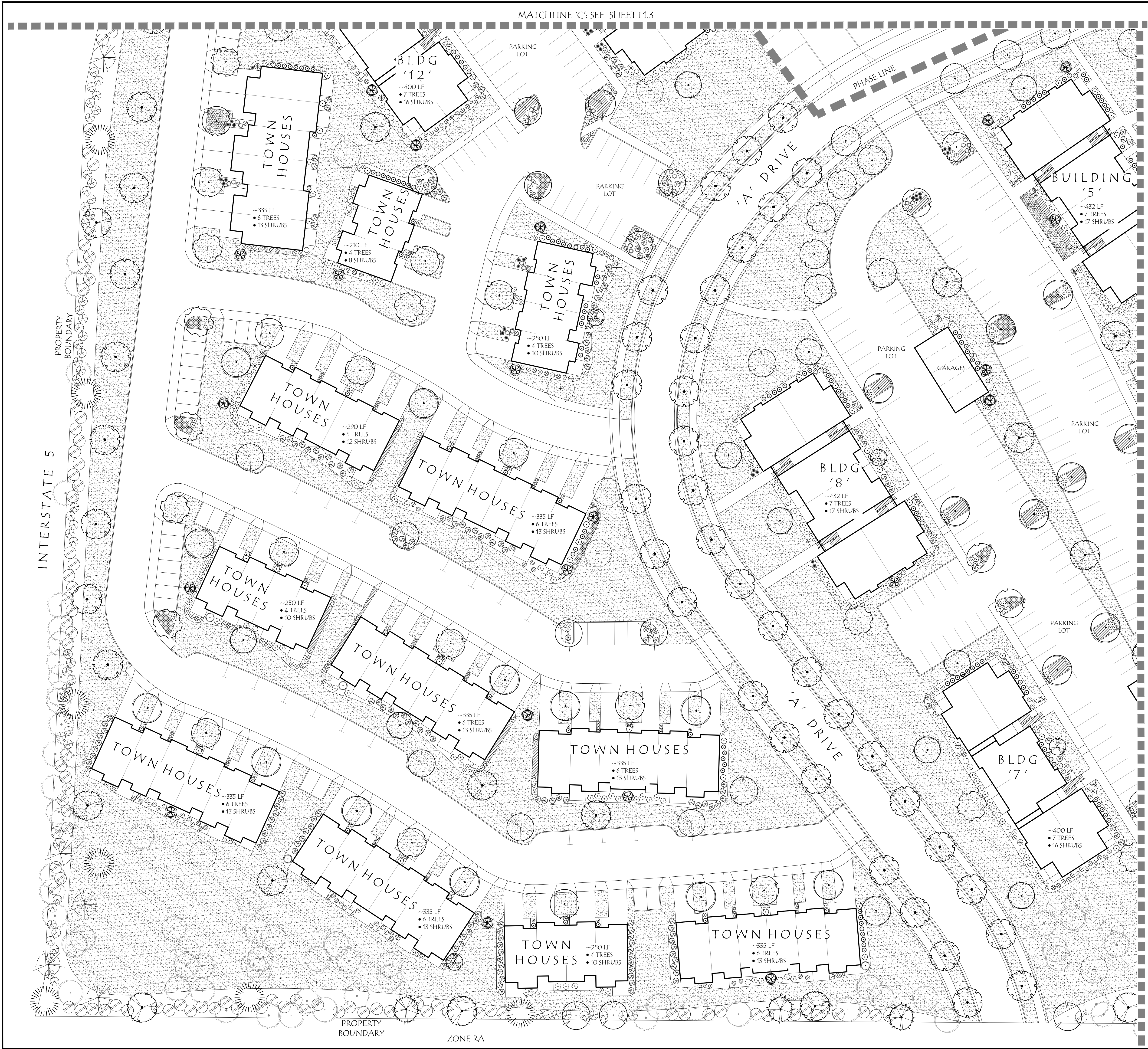
VICINITY MAP:



MAP COURTESY OF GOOGLE

KEY MAP:





Legend:

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING EVERGREEN TREE TO REMAIN
- STORMWATER FACILITY TO BE DETERMINED

- General Notes:**
- PRELIMINARY LANDSCAPE PLANS. NOT FOR CONSTRUCTION. LANDSCAPE CALCULATIONS BASED ON INFORMATION AVAILABLE AND ARE SUBJECT TO CHANGE.
 - SEE CIVIL DRAWINGS FOR SITE PLAN.
 - STREET TREES SELECTED FROM CITY OF SALEM APPROVED STREET TREE LIST. VERIFY TREE LOCATIONS AND VISION CLEARANCE.
 - STORMWATER FACILITIES TO BE PLANTED PER CITY OF SALEM PUBLIC WORKS STORMWATER DESIGN MANUAL.
 - GENERAL PLANT LEGEND SEE SHEET L1.3.
 - ALL PLAYGROUNDS/TOT LOTS TO HAVE A 36" HEIGHT NON-SIGHT OBSCURING FENCE AND 12" MINIMUM WOODCHIP SURFACE. WOODCHIPS AND EQUIPMENT WILL CONFORM TO CPSC AND ASTM PLAYGROUND STANDARDS AND GUIDELINES.
 - SITE TO BE IRRIGATED BY WATER EFFICIENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEMS.

Multifamily Landscape Requirements

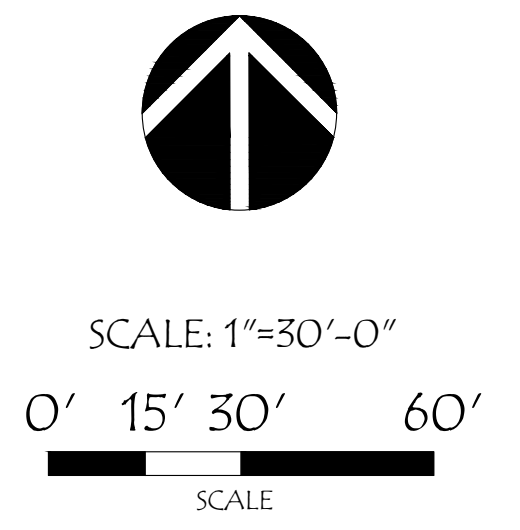
PHASE 2 SITE AREA SQUARE FOOTAGE (SF): 811,764 SF
1 TREE PER 2000 SF GROSS AREA = 406 TREES
EXISTING TREES TO REMAIN = 153 TREES
LANDSCAPE TREES = 319 TREES
TOTAL PROPOSED TREES = 472 TREES (DOES NOT INCLUDE 47 STREET TREES)

OPEN SPACE REQUIRED: 30% MINIMUM, INCLUDING ACTIVE AND PASSIVE RECREATION, PRIVATE SPACE
OPEN SPACE PROVIDED: 31% (255,686 SF) INCLUDING LAWN AREAS, PLAYGROUND, AND SPORTS COURT

BUFFER TO ZONES RA AND RS: 1 TREE EVERY 30 LF AND 6' HT. SIGHT OBSCURING FENCE

BUILDING PERIMETER: 1 TREE (10 UNITS) PER 60 LF OF BUILDING WALL (WITHIN 25' OF BUILDING)
1 SHRUB (1 PLANT UNIT) PER 25 LF
2 PLANT UNITS AT ENTRY WAYS

PARKING: 1 CANOPY TREE PER 50 FEET OF PARKING PERIMETER (WITHIN 10' OF PARKING PERIMETER)



Laurus Designs, LLC
1012 Pine Street
Silverton, Oregon
503.784.6494

PRELIMINARY PLANTING PLAN

**MCKENZIE HEIGHTS PHASE 2
APARTMENTS & TOWNHOMES**

36TH AVENUE SE
SALEM, OREGON

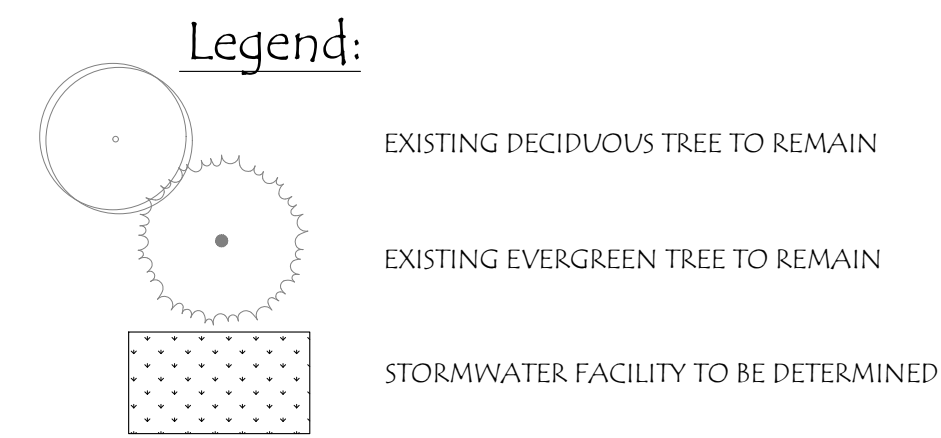
NO CHANGES, MODIFICATIONS OR REPRODUCTIONS TO BE MADE TO THESE DRAWINGS WITHOUT WRITTEN AUTHORIZATION FROM THE DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE PRECEDENCE OVER GRAPHICAL REPRESENTATION.

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Checked: LAA
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Scale: _____

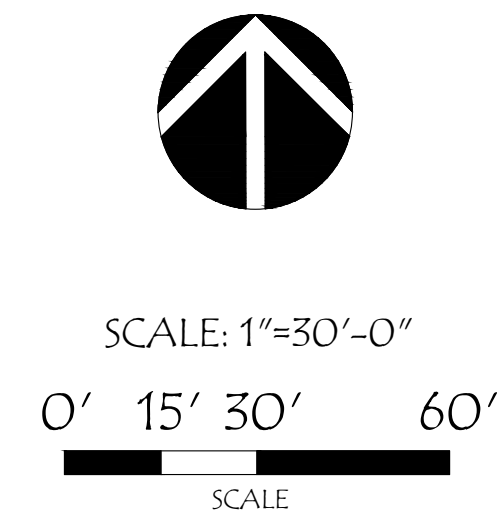
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PRELIMINARY
LAURA A. ANTONSON
OREGON
11/16/2007
LANDSCAPE ARCHITECT

JOB #1388R

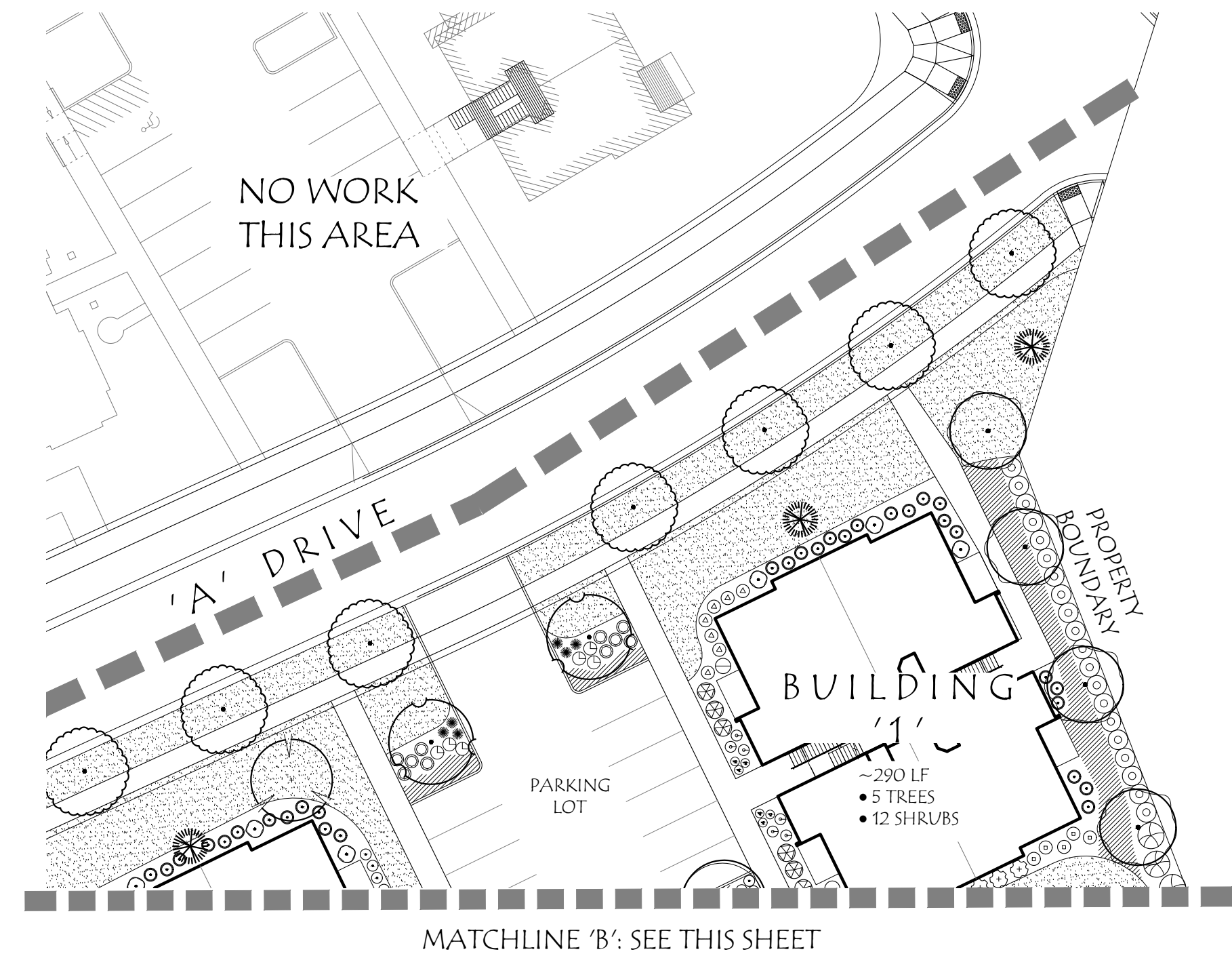
L1.1



- General Notes:**
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 - SITE TO BE IRRIGATED BY WATER EFFICIENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEMS.



Key Map



PRELIMINARY PLANTING PLAN

MCKENZIE HEIGHTS PHASE 2
APARTMENTS & TOWNHOMES

36TH AVENUE SE
SALEM, OREGON

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GRAPHICAL REPRESENTATION.





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Drawn: LAA
Checked: LAA
Date: 11.16.21
Scale: 1"=30'-0"





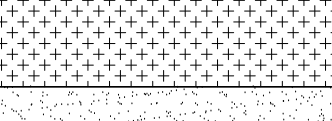
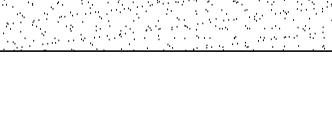
REGISTERED
643
PRELIMINARY
LAURA A. ANTONSON
OREGON
11/16/2007
LANDSCAPE ARCHITECT

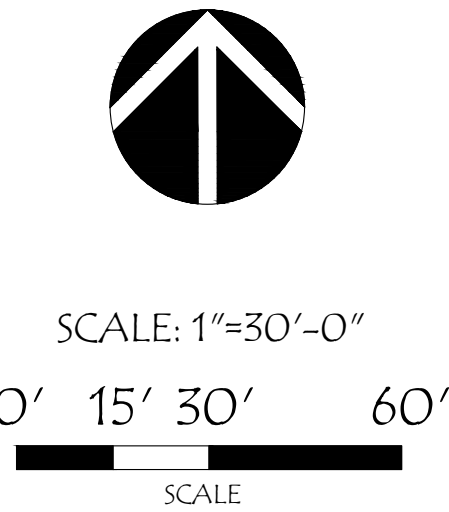
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L1.2

Preliminary Plant Legend

TREES	BOTANICAL / COMMON NAME	SIZE
	Acer circinatum / Vine Maple	11/2" Cal., B&B
	Acer rubrum 'October Glory' / October Glory Red Maple	11/2" Cal., B&B
	Calocedrus decurrens / Incense Cedar	4-6" HT., B&B
	Carpinus betulus 'F5-KWICB' TM / Emerald Avenue European Hornbeam	11/2" Cal., B&B
	Cercis canadensis / Eastern Redbud	11/2" Cal., B&B
	Chamaecyparis nootkatensis / Nootka Cypress	4-6" HT., B&B
	Chamaecyparis nootkatensis 'Glauca Pendula' / Weeping Nootka False Cypress	4-6" HT., B&B
	Cladrastis lutea / American Yellowwood	11/2" Cal., B&B
	Cornus florida / Flowering Dogwood	11/2" Cal., B&B
	Liriodendron tulipifera / Tulip Poplar	11/2" Cal., B&B
	Nyssa sylvatica 'Wildfire' / Wildfire Tupelo	11/2" Cal., B&B
	Pinus ponderosa willamettensis / Willamette Valley Ponderosa Pine	4-6" HT., B&B
	Tilia tomentosa 'Sterling' / Sterling Silver Linden	11/2" Cal., B&B
	Ulmus parvifolia / Lacebark Elm	11/2" Cal., B&B
	Zelkova serrata 'Green Vase' / Green Vase Sawleaf Zelkova	11/2" Cal., B&B
SHRUBS	BOTANICAL / COMMON NAME	SIZE
	Abelia x grandiflora 'Kaleidoscope' / Kaleidoscope Abelia	1 Gal.
	Abelia x grandiflora 'Sherwoodii' / Sherwood Glossy Abelia	2 Gal.
	Berberis thunbergii 'Crimson Pygmy' / Crimson Pygmy Barberry	2 Gal.
	Euonymus alatus 'Compactus' / Compact Burning Bush	5 Gal.
	Hydrangea paniculata 'PeeGee Improved' / PeeGee Improved Panicle Hydrangea	3 Gal.
	Ilex crenata 'Soft Touch' / Soft Touch Japanese Holly	2 Gal.
	Ligustrum japonicum 'Texanum' / Texas Japanese Privet	5 Gal.
	Myrica californica / Pacific Wax Myrtle	5 Gal.
	Nandina domestica 'Firepower' / Firepower Heavenly Bamboo	1 Gal.
	Physocarpus opulifolius 'Donna May' / Donna May Ninebark	3 Gal.
	Pinus mugo 'Pumilio' / Mugo Pine	5 Gal.
	Prunus laurocerasus 'Mount Vernon' / Mount Vernon Laurel	1 Gal.
	Rhaphiolepis indica 'Ballerina' / Ballerina Indian Hawthorn	2 Gal.
	Rhaphiolepis umbellata 'Snow White' / Yedda Hawthorn	2 Gal.
	Rosa x 'KO Double' / Pink Double Knockout Rose	3 Gal.
	Sarcococca confusa / Fragrant Sarcococca	2 Gal.
	Spiraea x bumalda 'Magic Carpet' / Magic Carpet Spirea	2 Gal.
	Viburnum tinus 'Spring Bouquet' / Spring Bouquet Laurestinus	5 Gal.
	Weigela florida 'Alexandra' TM / Wine and Rose Weigela	3 Gal.

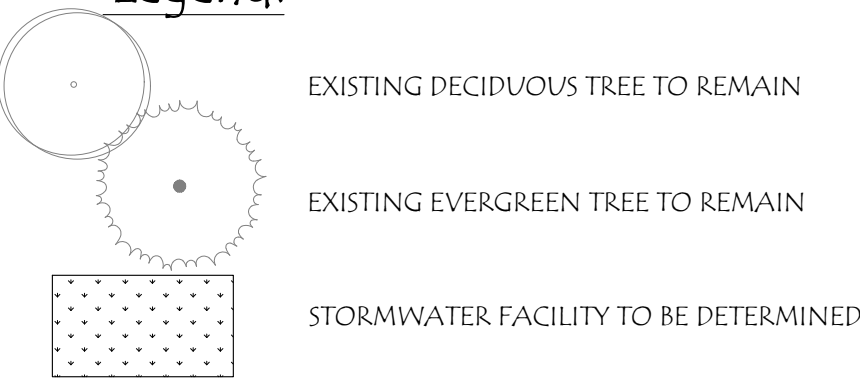
GRASSES / PERENNIALS	BOTANICAL / COMMON NAME	SIZE
	Calamagrostis x acutiflora 'Karl Foerster' / Karl Foerster Feather Reed Grass	1 Gal.
	Hemerocallis Spp. / Daylily	1 Gal.
	Pennisetum alopecuroides 'Hameln' / Hameln Dwarf Fountain Grass	1 Gal.
GROUND COVERS	BOTANICAL / COMMON NAME	SIZE
	Arctostaphylos uva-ursi 'Massachusetts' / Massachusetts Manzanita	1 Gal.
	Rubus calycinoides 'Emerald Carpet' / Emerald Carpet Creeping Raspberry	1 Gal.
	ProTime PT301 Water Smarter Fescue	Seed



Key Map

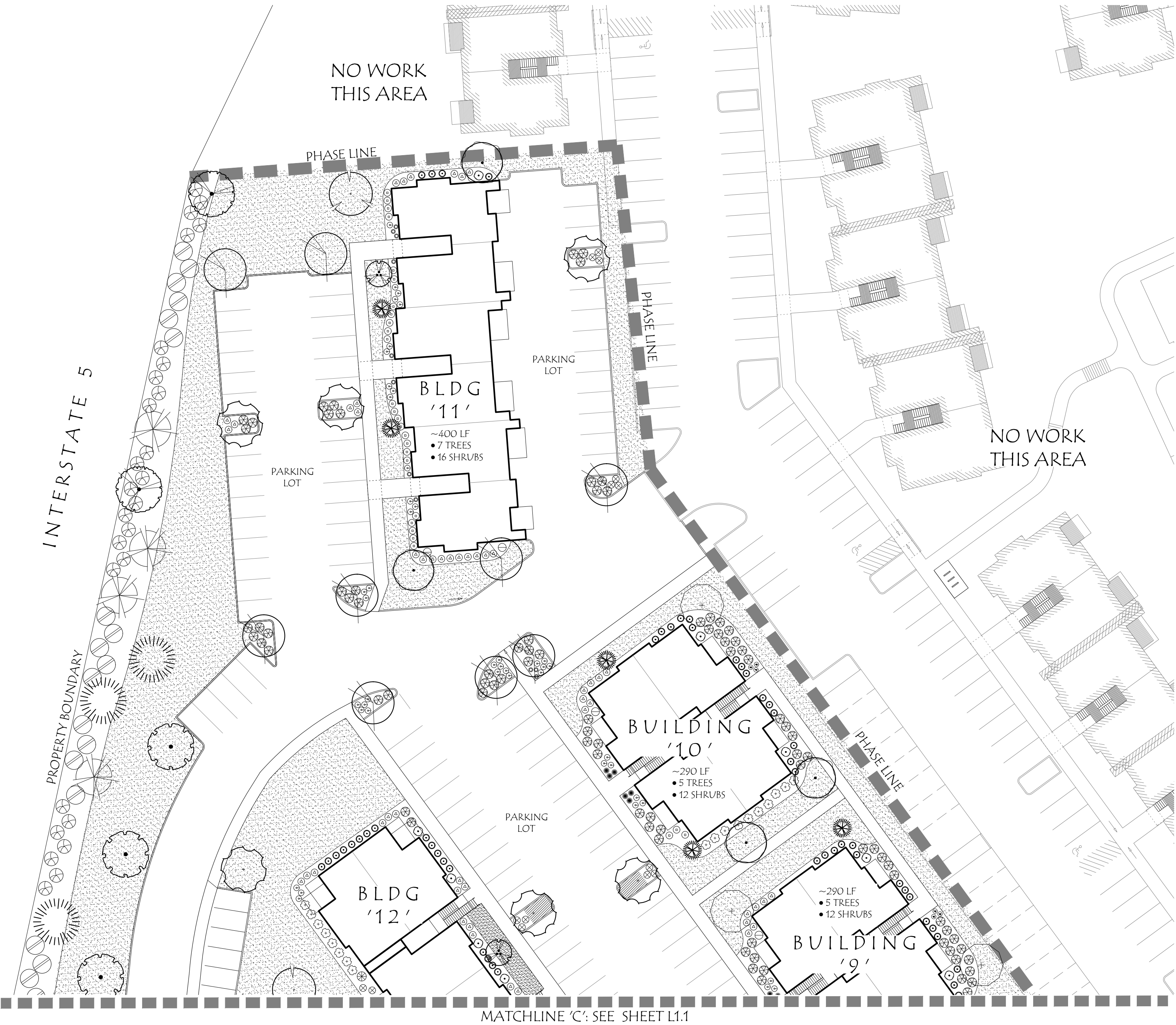


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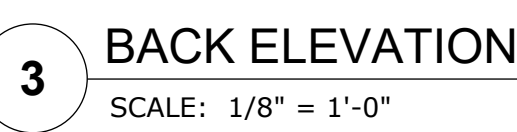
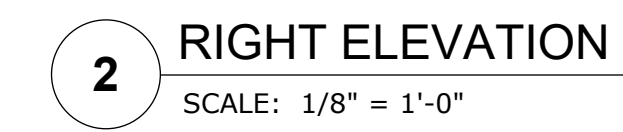
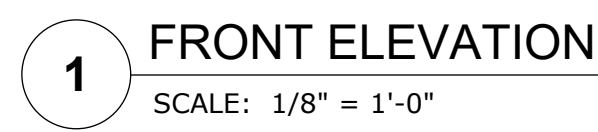


General Notes:

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2. SEE CIVIL DRAWINGS FOR SITE PLAN.
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7. SITE TO BE IRRIGATED BY WATER EFFICIENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEMS.



LOCATION: M.:Drafting/Projects/2104 Boone Rd Apts Ph2/3D/Layout/A400-Land Use.layout - A410



GENERAL COLOR NOTES:

1. ALL WINDOWS TO BE VINYL - "CLAY"
2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
3. PAINT ALL EXPOSED STEEL CONNECTORS.
4. APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

Bldgs #1, #4

REVISIONS:

PROJECT TITLE: **MCKENZIE HEIGHTS APARTMENTS, PHASE 2**
36th and Boone Rd
Salem, OR

MEET TITLE:
EXTERIOR
ELEVATIONS

OWN BY: SHEET:
OWN
JECT #: A410
E:
31/202



1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"

BLDG STEPS
bldg 2 = 22"
bldg 3 = 24" (shown)
bldg 7 = 39"
bldg 12 = 12"



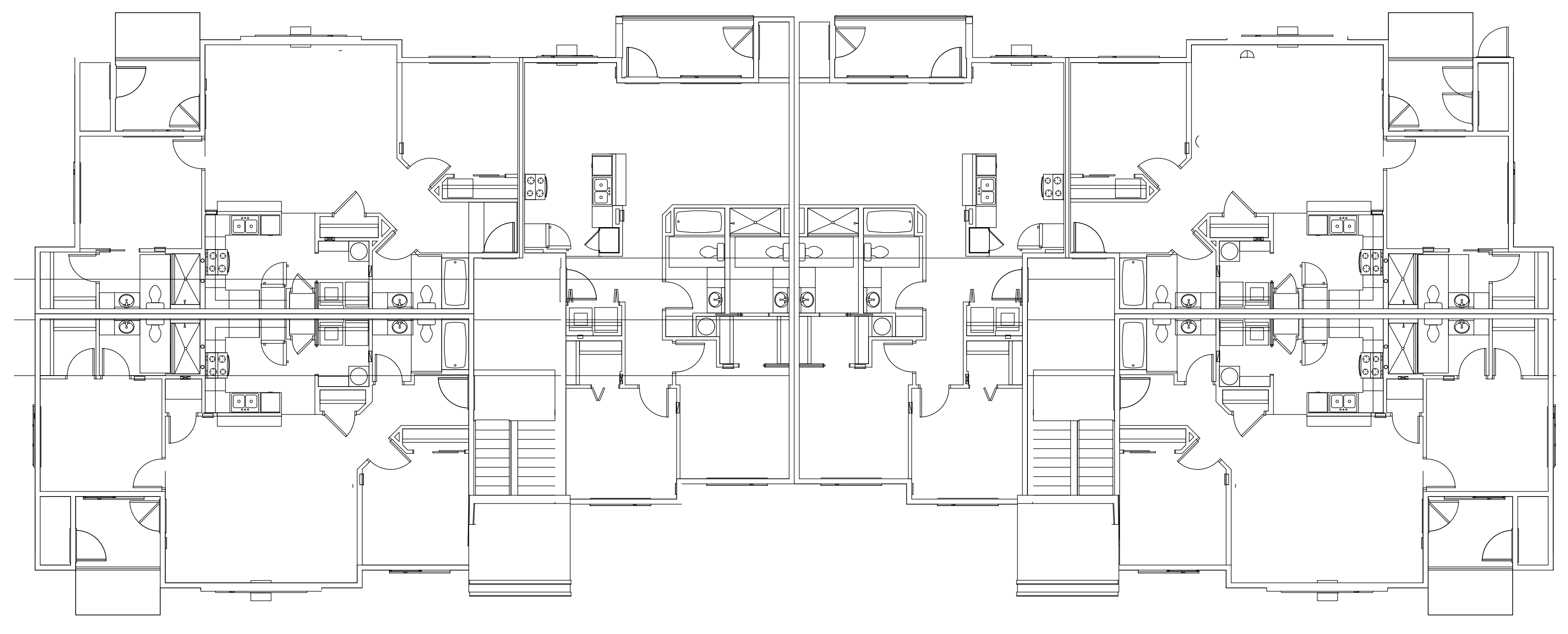
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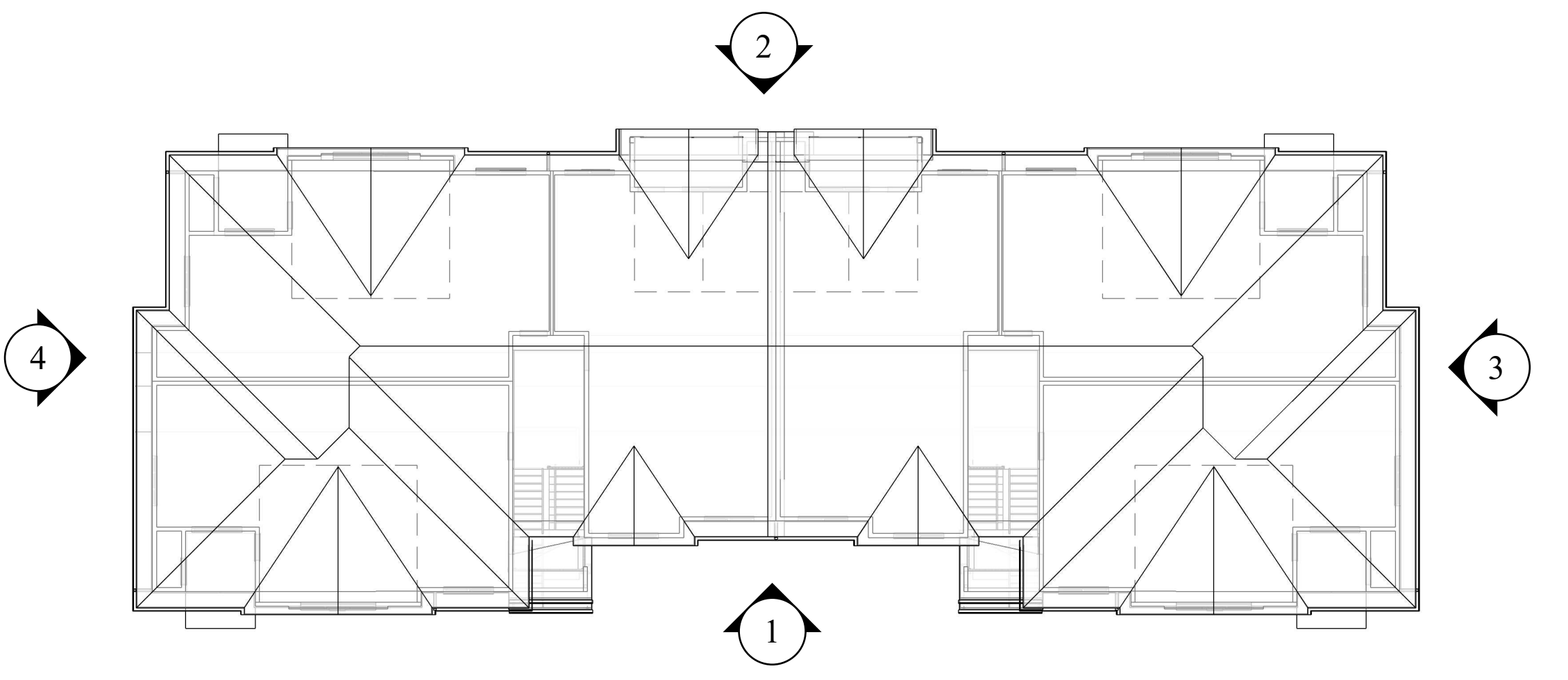
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4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW6225 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
CULTURED STONE ADHERED STONE	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

- GENERAL COLOR NOTES:
1. ALL WINDOWS TO BE VINYL - "CLAY"
2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
3. PAINT ALL EXPOSED STEEL CONNECTORS.
4. APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE.

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

Bldg B- 18 plex Bldgs #2, #3, #7, #12

LOCATION: M:\Drawing\Project\2104 Boone Rd Apt B2\3D Layout\A404 and Use Layout - A420

LAST SAVED: November 19, 2021
PRINTED: November 19, 2021

3425 Boone Rd. SE
Salem, OR 97317
Phone: (503) 566-5715
FAX: (503) 588-3531

REVISIONS:

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CONSTRUCTION
November 19, 2021

PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
36th and Boone Rd
Salem, OR

SHEET TITLE:
EXTERIOR
ELEVATIONS

DRAWN BY 2104	SHEET: A420
DATE: 10/31/2021	



1 FRONT ELEVATION
SCALE: 1/8" = 1'-0"



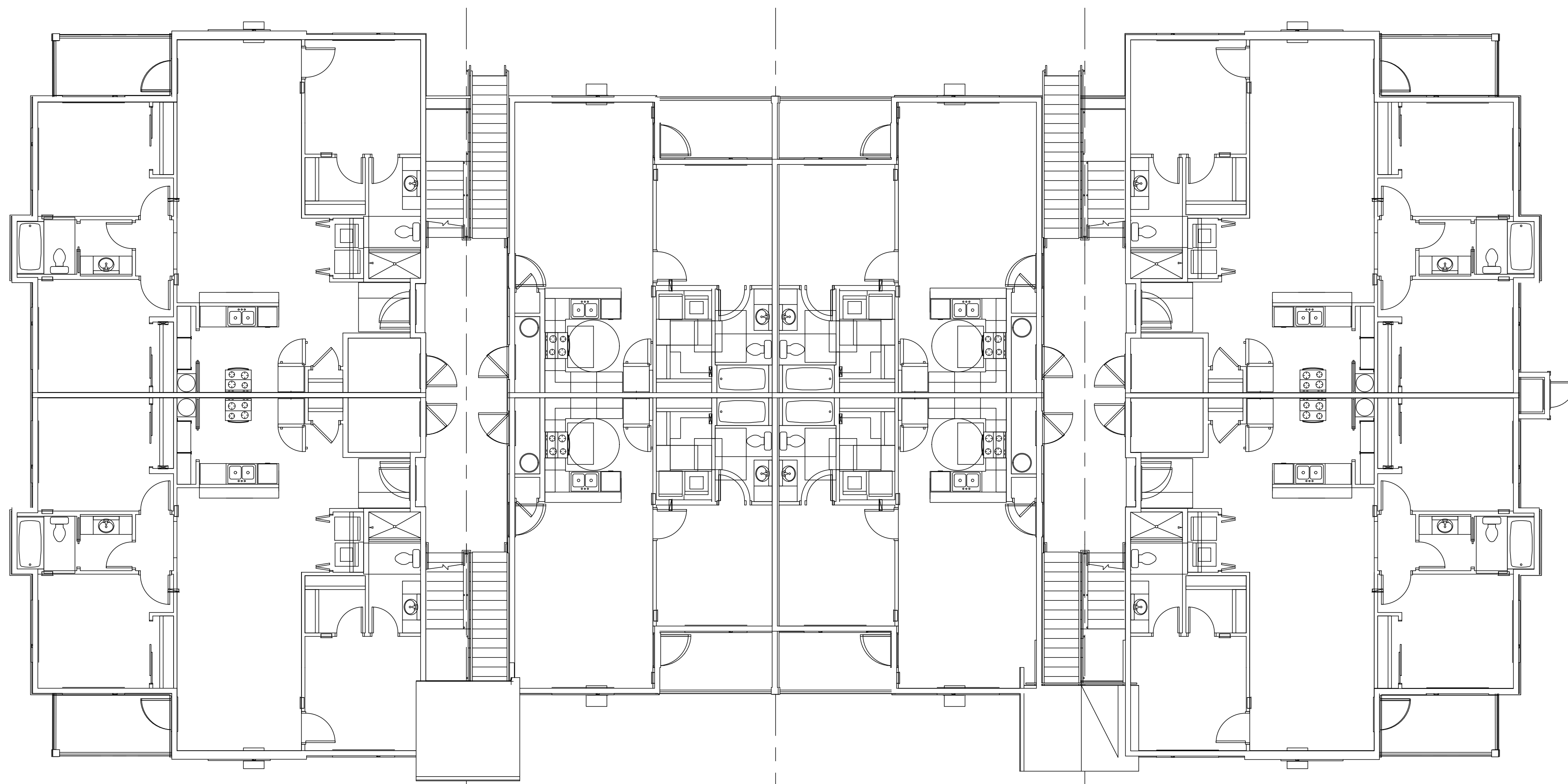
2 RIGHT ELEVATION
SCALE: 1/8" = 1'-0"



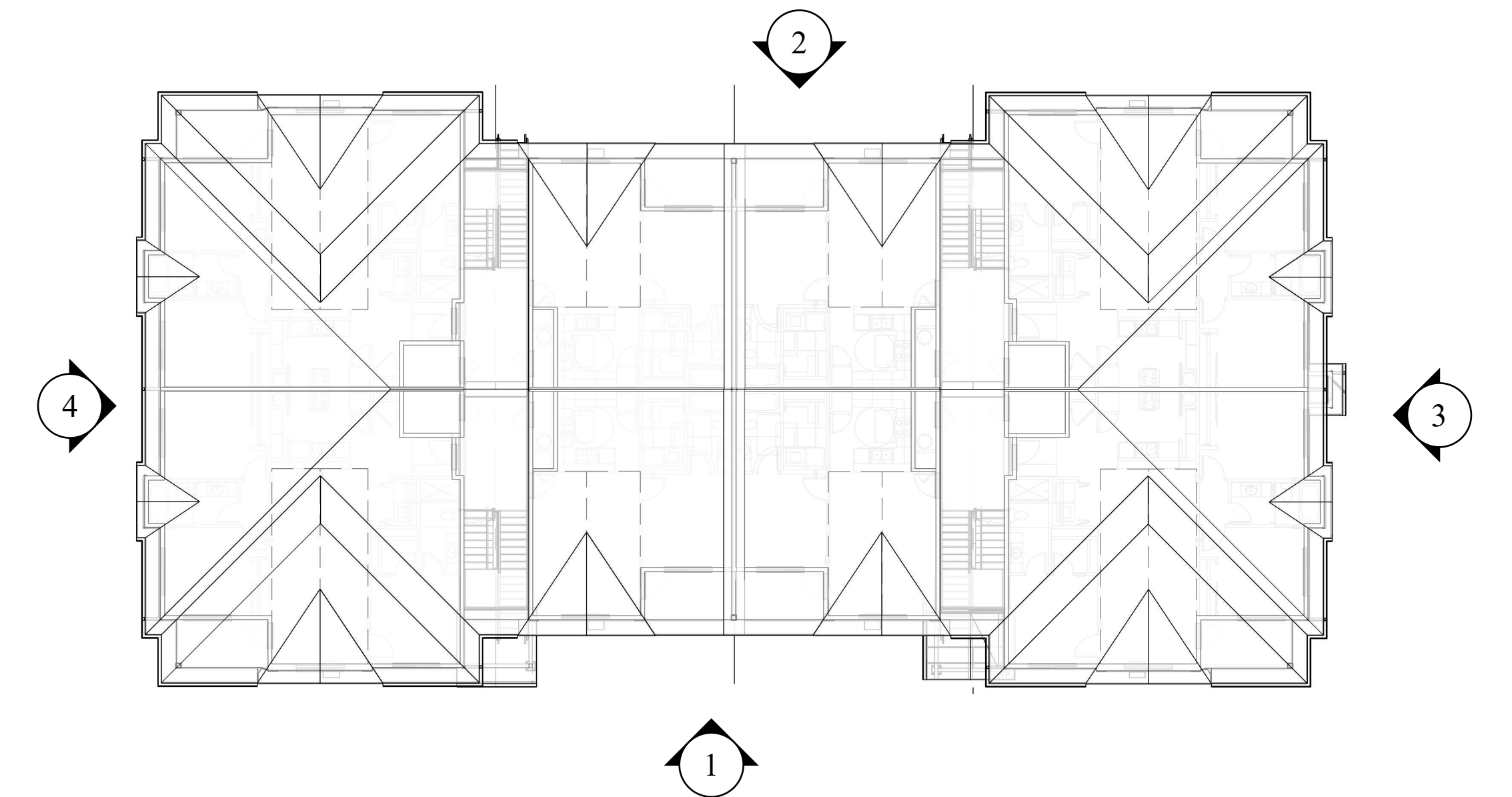
3 BACK ELEVATION
SCALE: 1/8" = 1'-0"



4 LEFT ELEVATION
SCALE: 1/8" = 1'-0"



5 FLOOR PLAN
SCALE: 1/8" = 1'-0"



6 ROOF / KEY PLAN
SCALE: 1/16" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW6225 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
CULTURED STONE ADHERED STONE	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

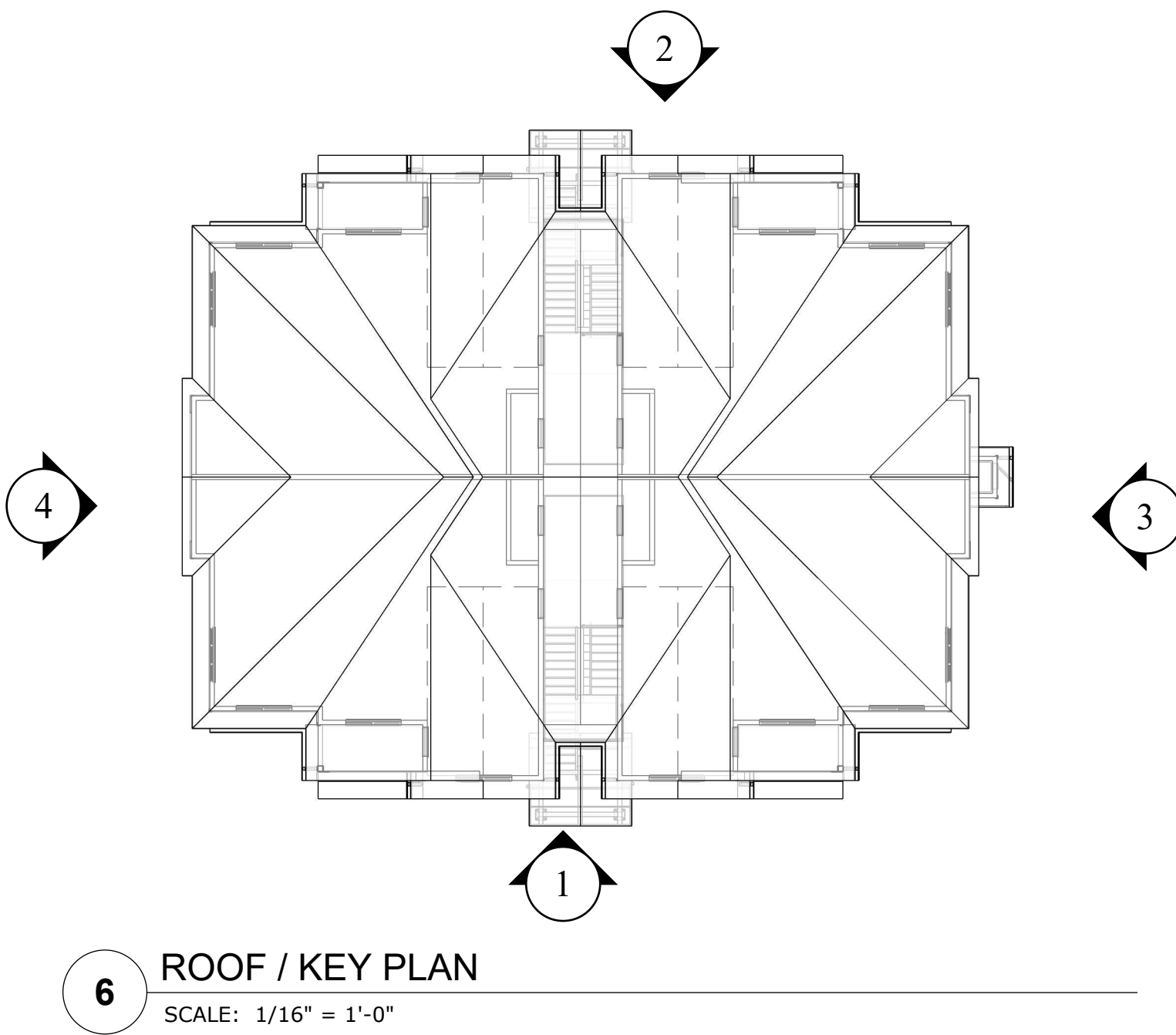
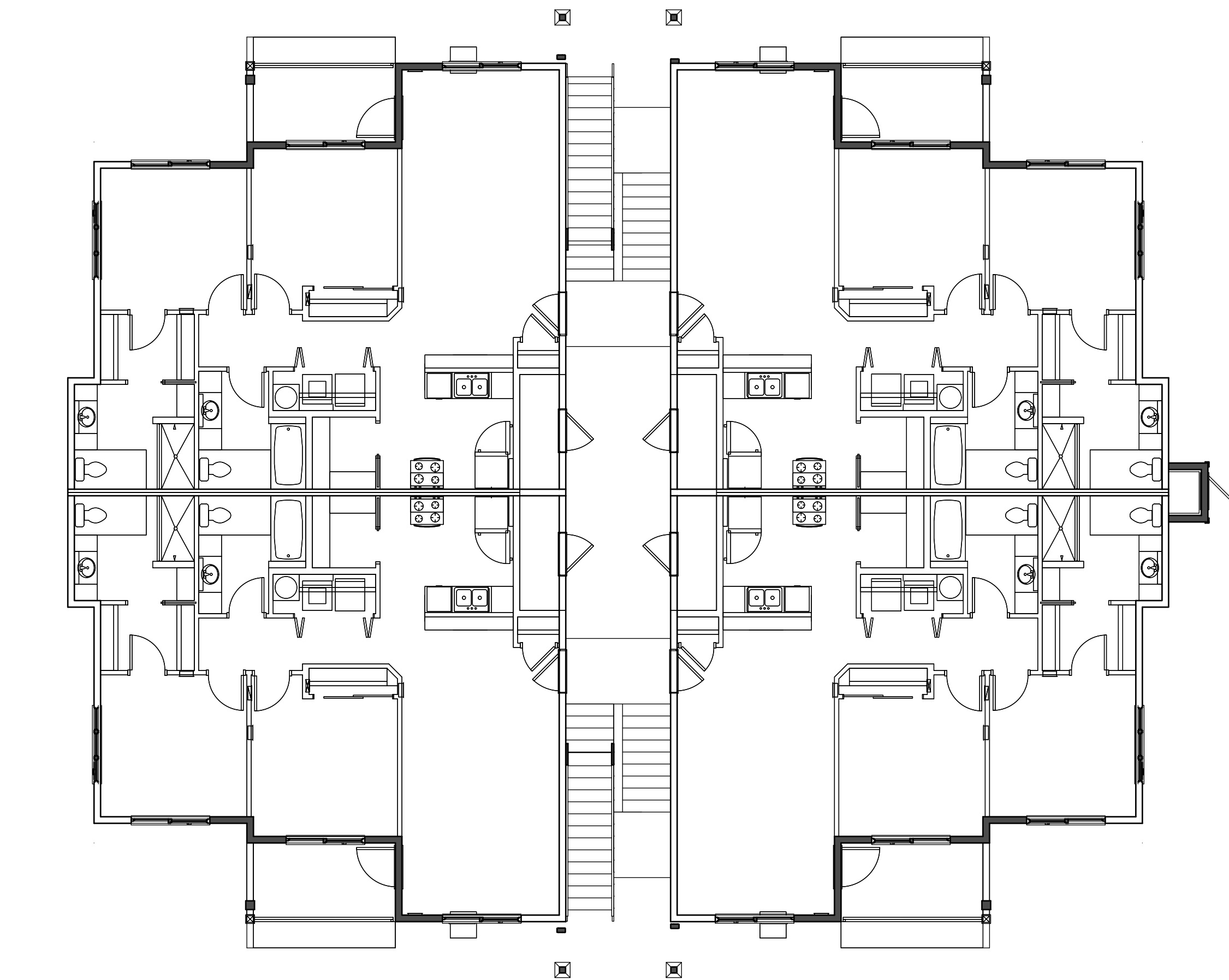
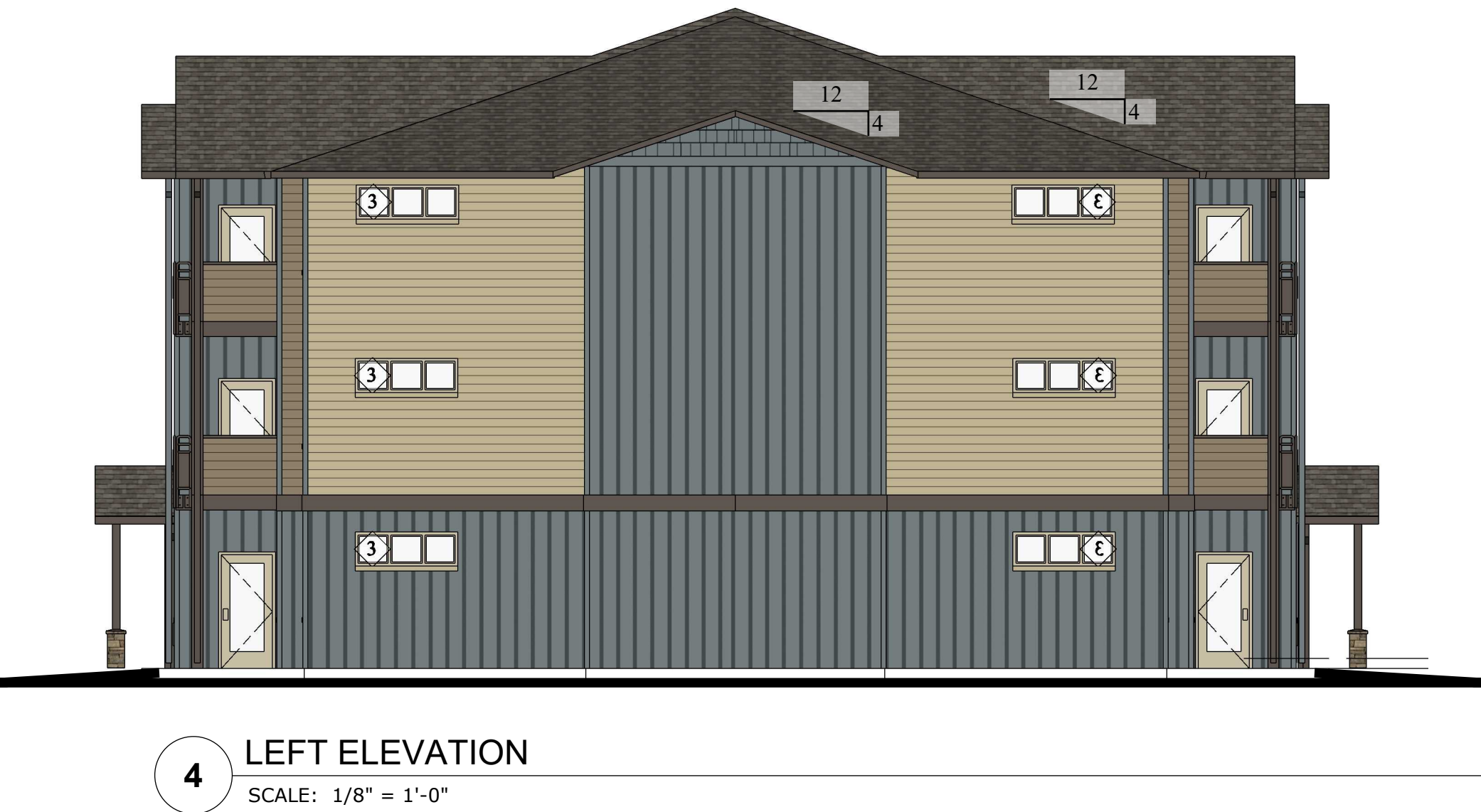
GENERAL COLOR NOTES:
1. ALL WINDOWS TO BE VINYL - "CLAY"
2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
3. PAINT ALL EXPOSED STEEL CONNECTORS.
4. APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

Bldg C- 24 plex Bldgs #5, #6, #8

LOCATION: M:\Drafting\Project\2104 Boone Rd Apt B2,3D\Layout\A404 and Use Layout - A440

LAST SAVED: February 3, 2022
PRINTED: February 3, 2022



MATERIAL	COLOR
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HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE ACCENT - ALL BUILDINGS SW6180 OAKMOSS ACCENT - BUILDINGS SW6151 QUIVER TAN ACCENT - ALL APARTMENTS SW6158 SAWDUST
CULTURED STONE ADHERED STONE	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

GENERAL COLOR NOTES:
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2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
3. PAINT ALL EXPOSED STEEL CONNECTORS.
4. APPLY FIRST COAT OF PAINT TO TRIMSIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A	EXTERIOR FINISH SCHEDULE
SCALE: NTS	

Bldg D - 12 plex Bldgs #9, #10

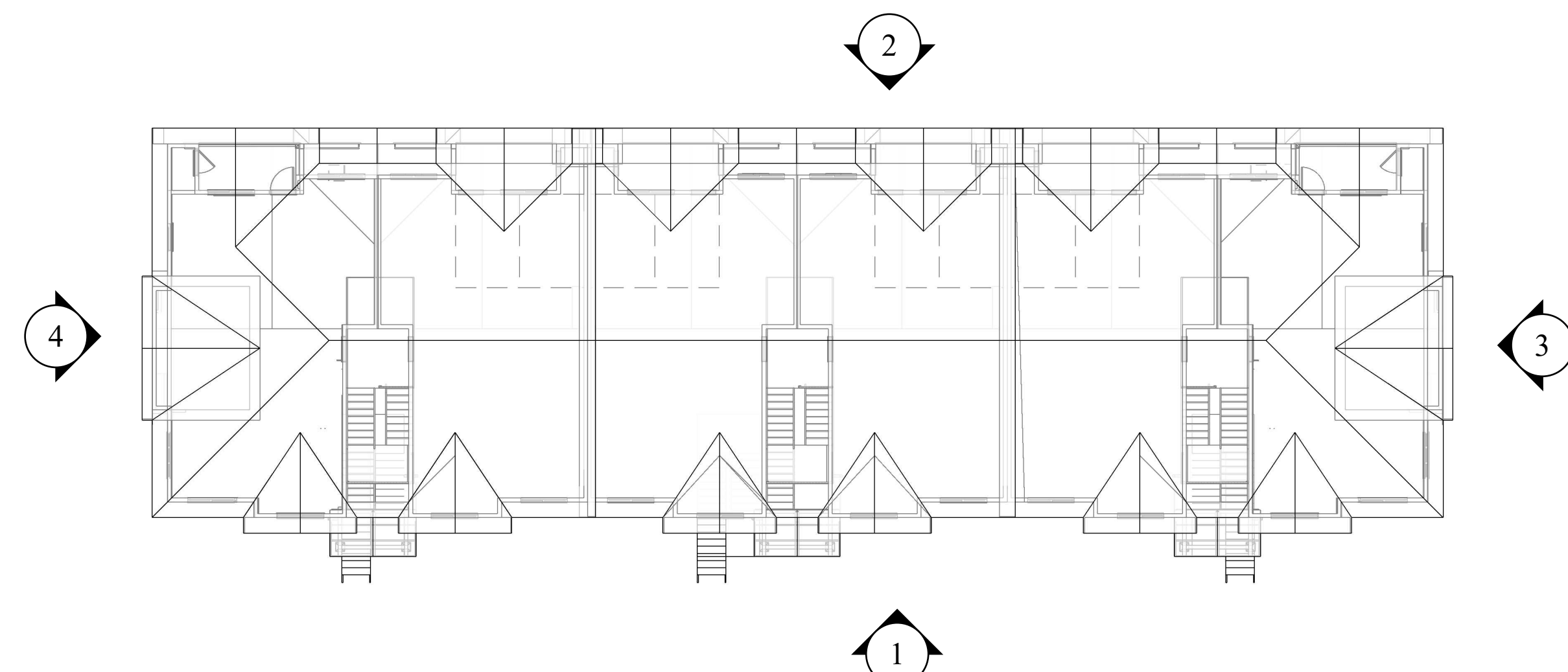
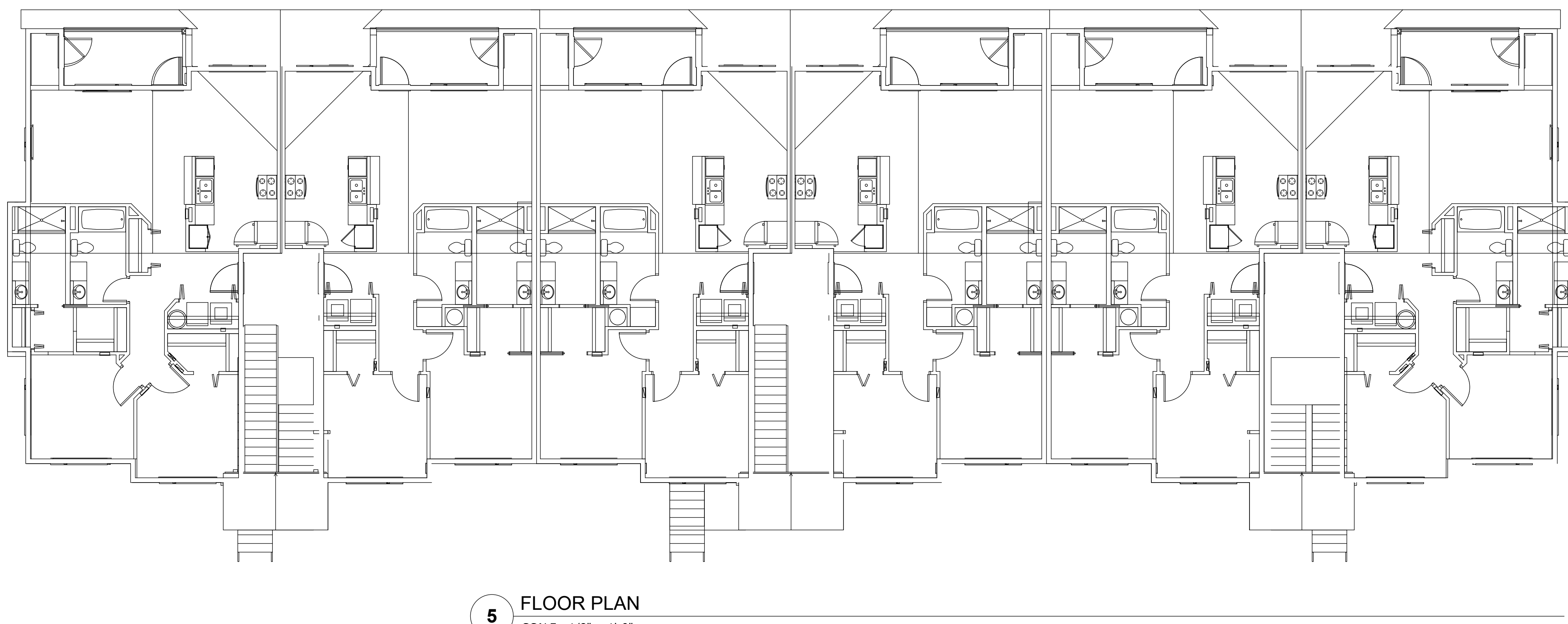
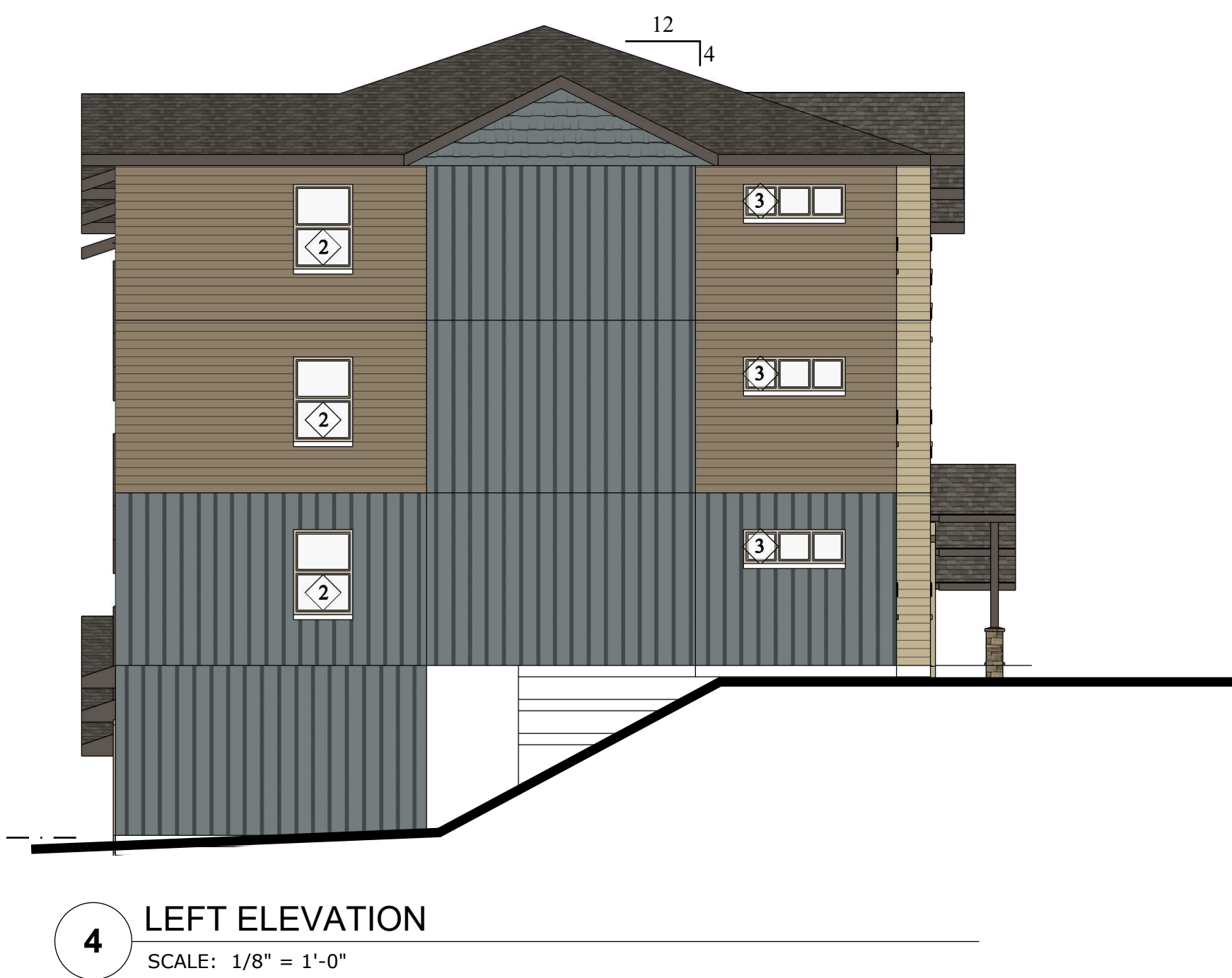
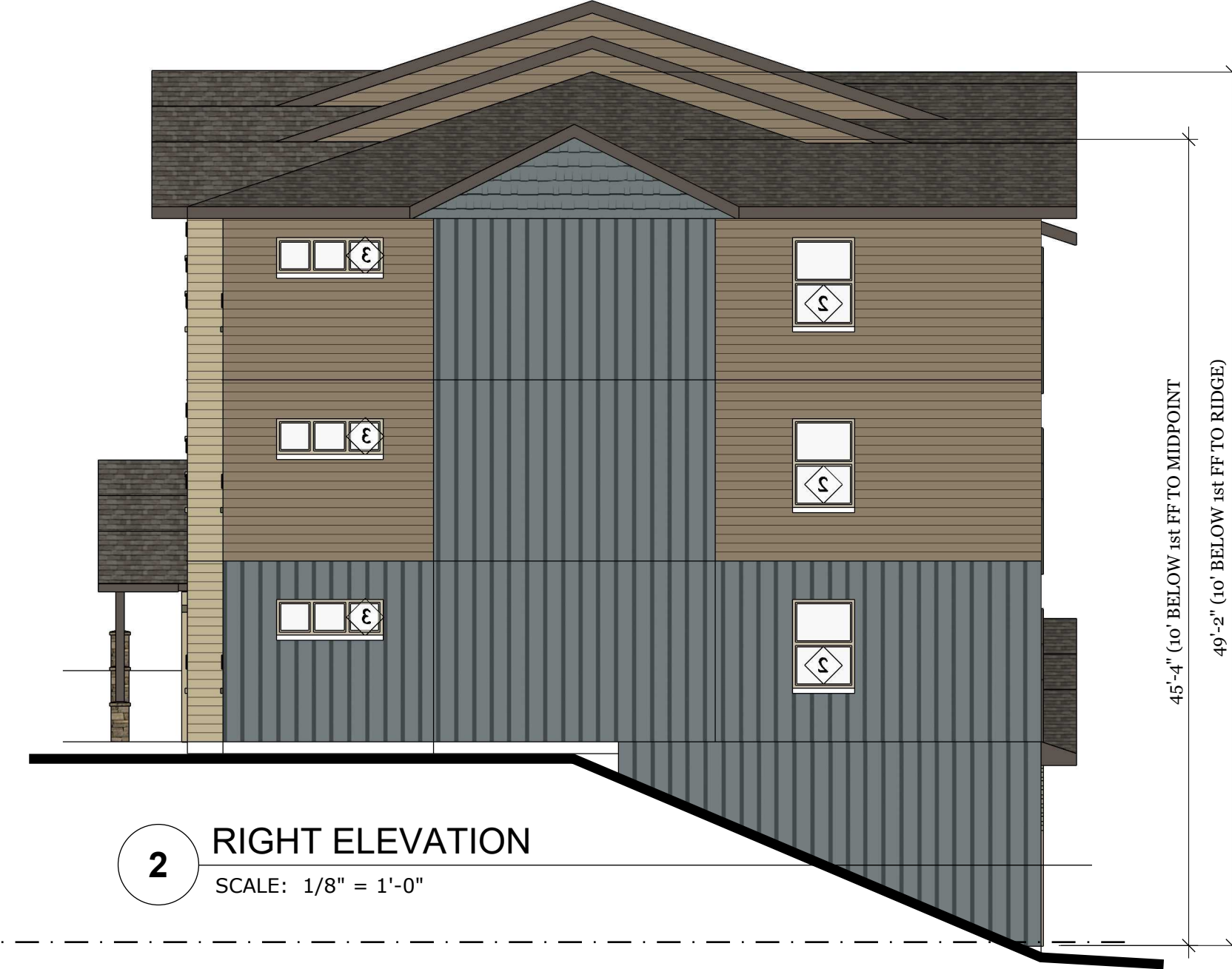
REVISIONS:

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CONSTRUCTION
February 3, 2022

PROJECT TITLE:
McKENZIE HEIGHTS APARTMENTS, PHASE 2
36th and Boone Rd
Salem, OR

SHEET TITLE:
EXTERIOR
ELEVATIONS

DRAWN BY 2104	SHEET: A440
PROJECT L 10/31/2022	



MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW6225 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
CULTURED STONE ADHERED STONE	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

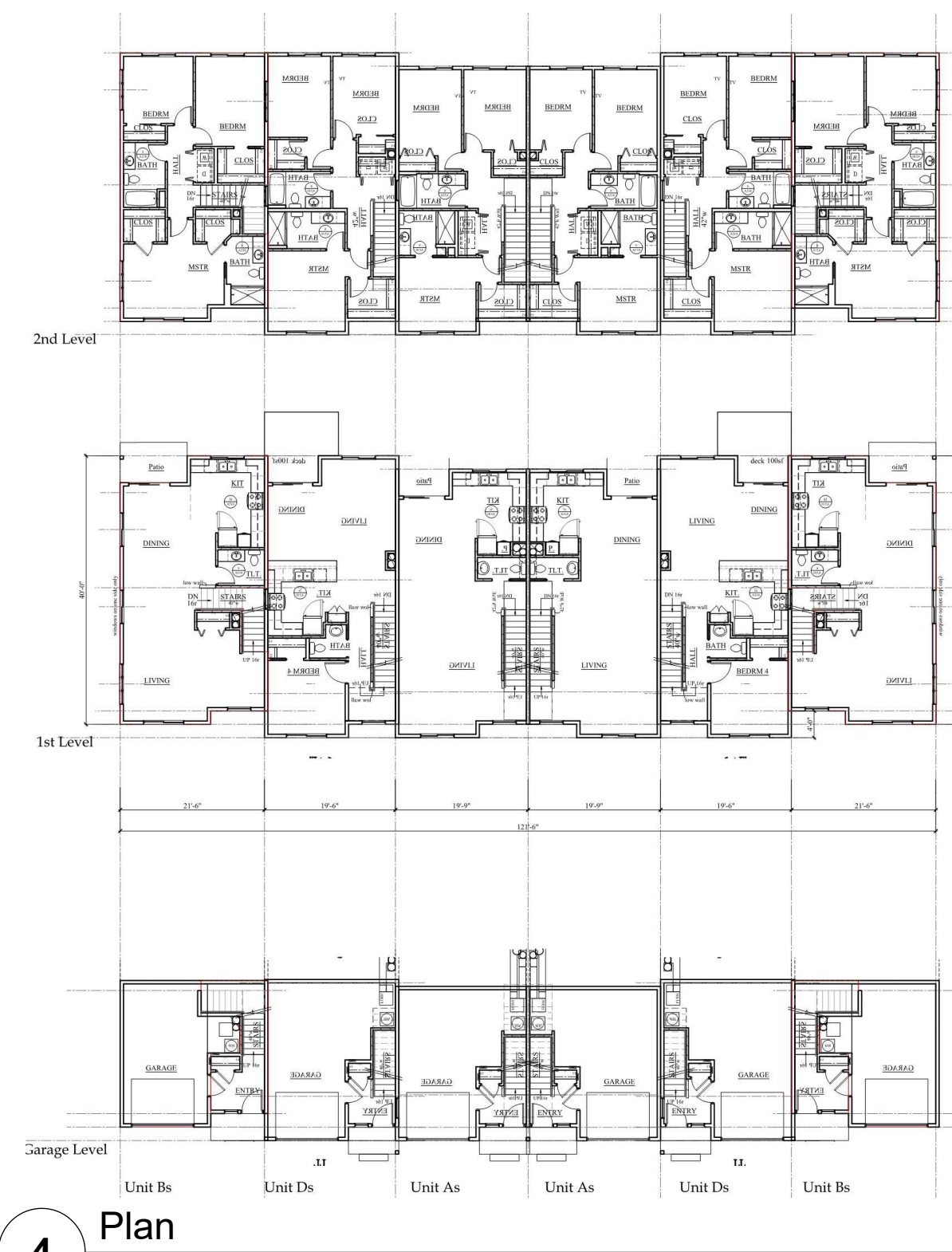
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2. ALL BUILDING TRIM AND DOWNSPOUTS TO MATCH ADJACENT CLADDING COLOR UNLESS OTHERWISE NOTED.
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4. APPLY FIRST COAT OF PAINT TO TRIM/SIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE.

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

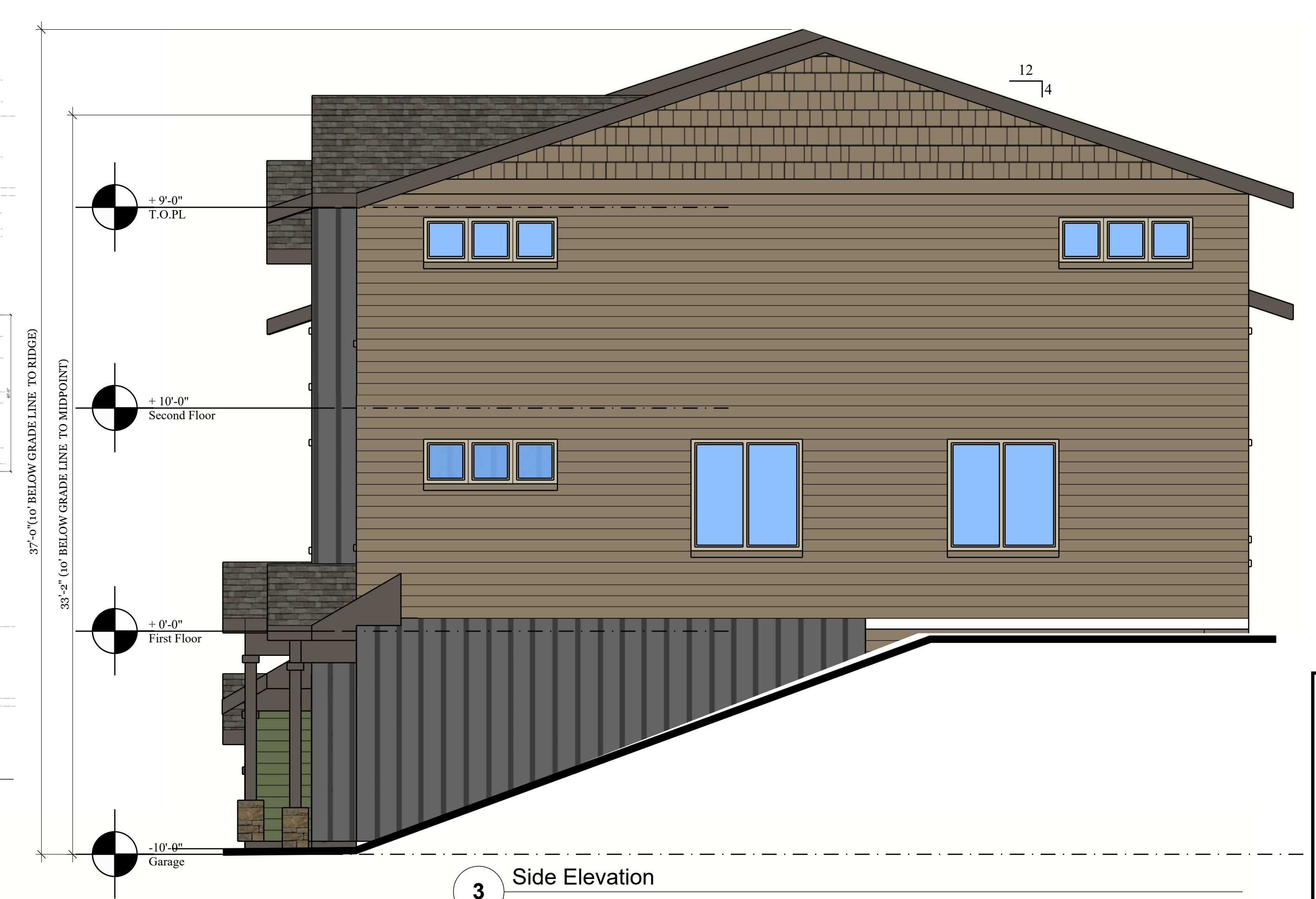
Bldg E - 18 plex Bldg #11



5 Perspective
1/8" = 1'-0"



4 Plan
 $1/8 = 1'-0"$



3 Side Elevation
 $1/8" = 1'-0"$



2 Rear Elevation
1/4" = 1'-0"

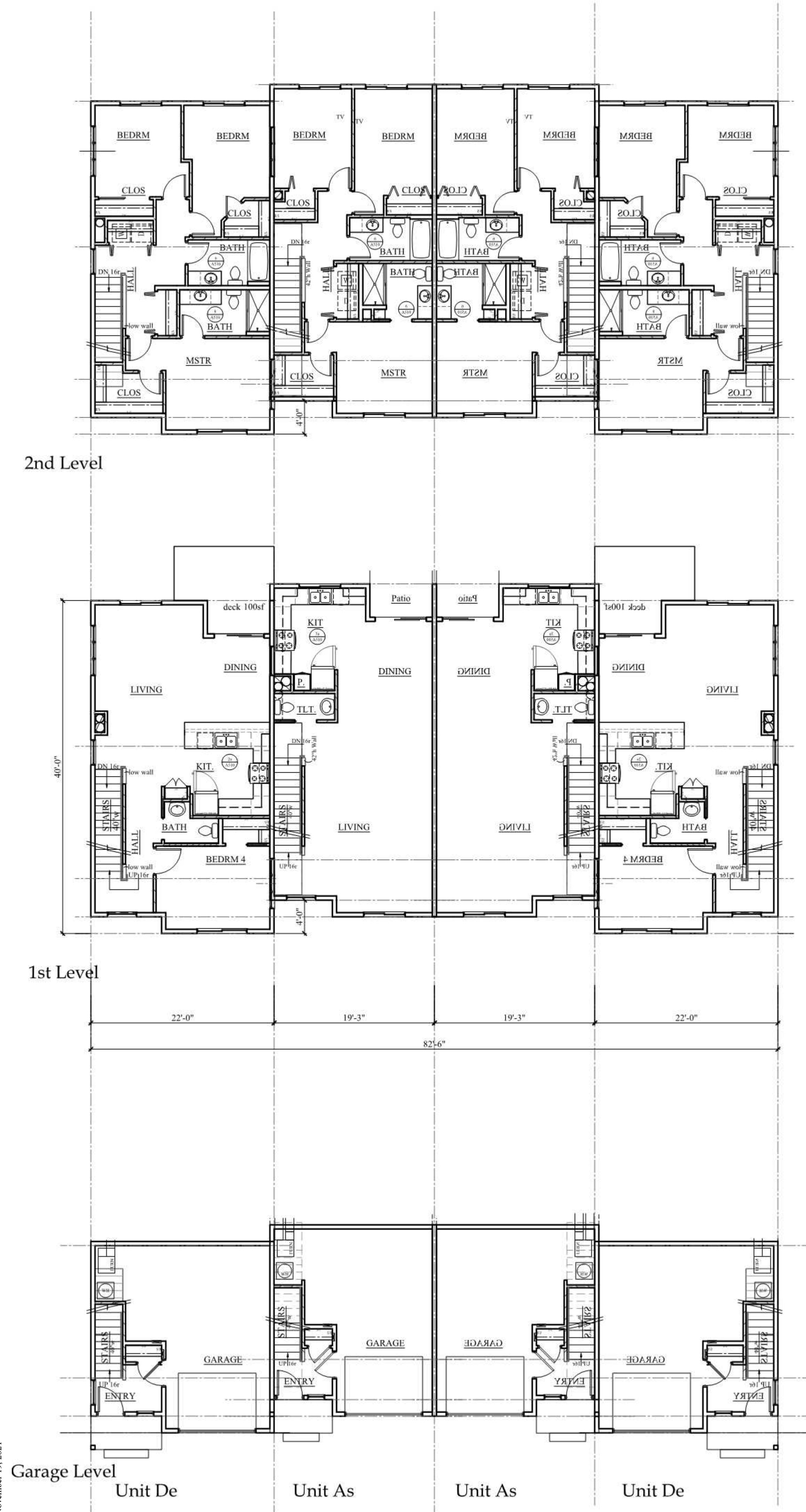


1 Front Elevation
1/4" = 1'-0"

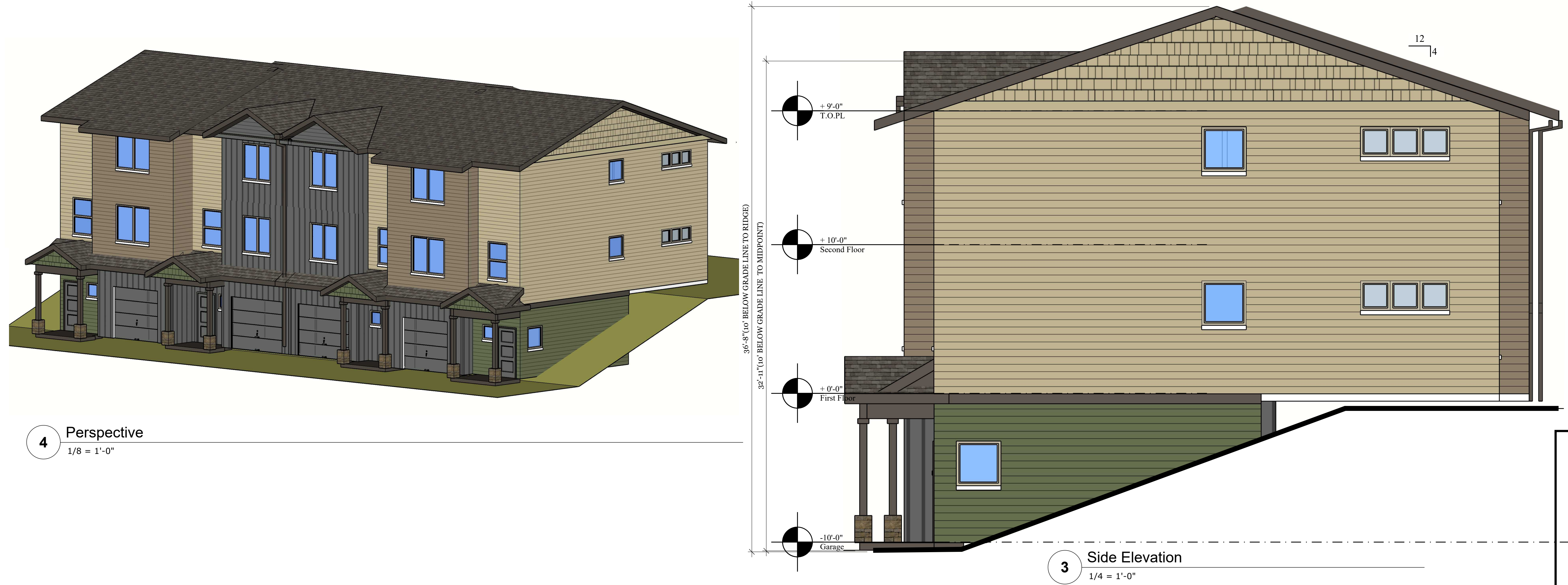
6plex - Units B/D/A/A/D/B

LOCATION: M:\Drawing\Project\20x townhomes\A4-ELEV\11-19-21\Layout - A3.2

LAST SAVED: November 19, 2021
PRINTED: November 19, 2021

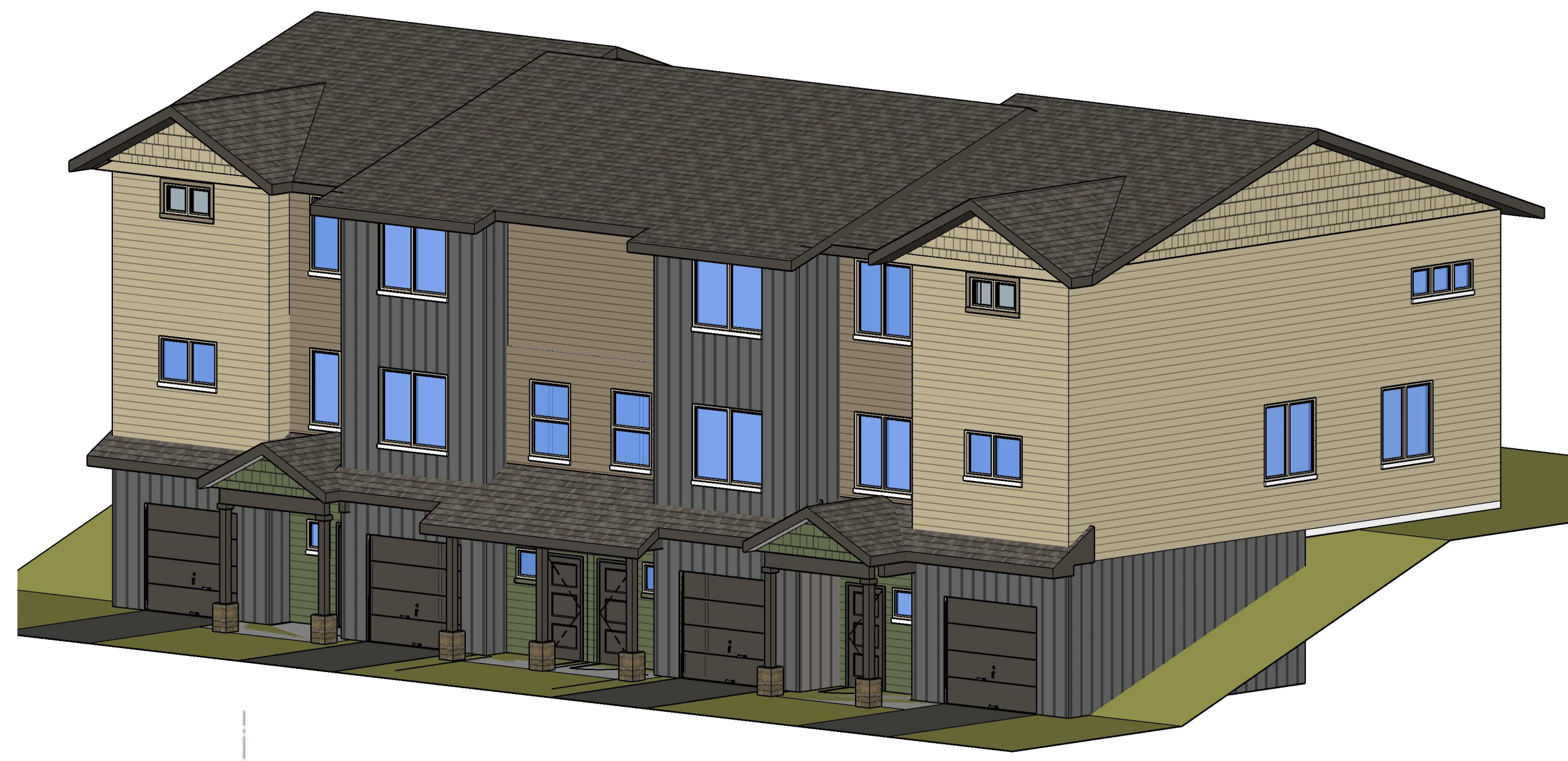
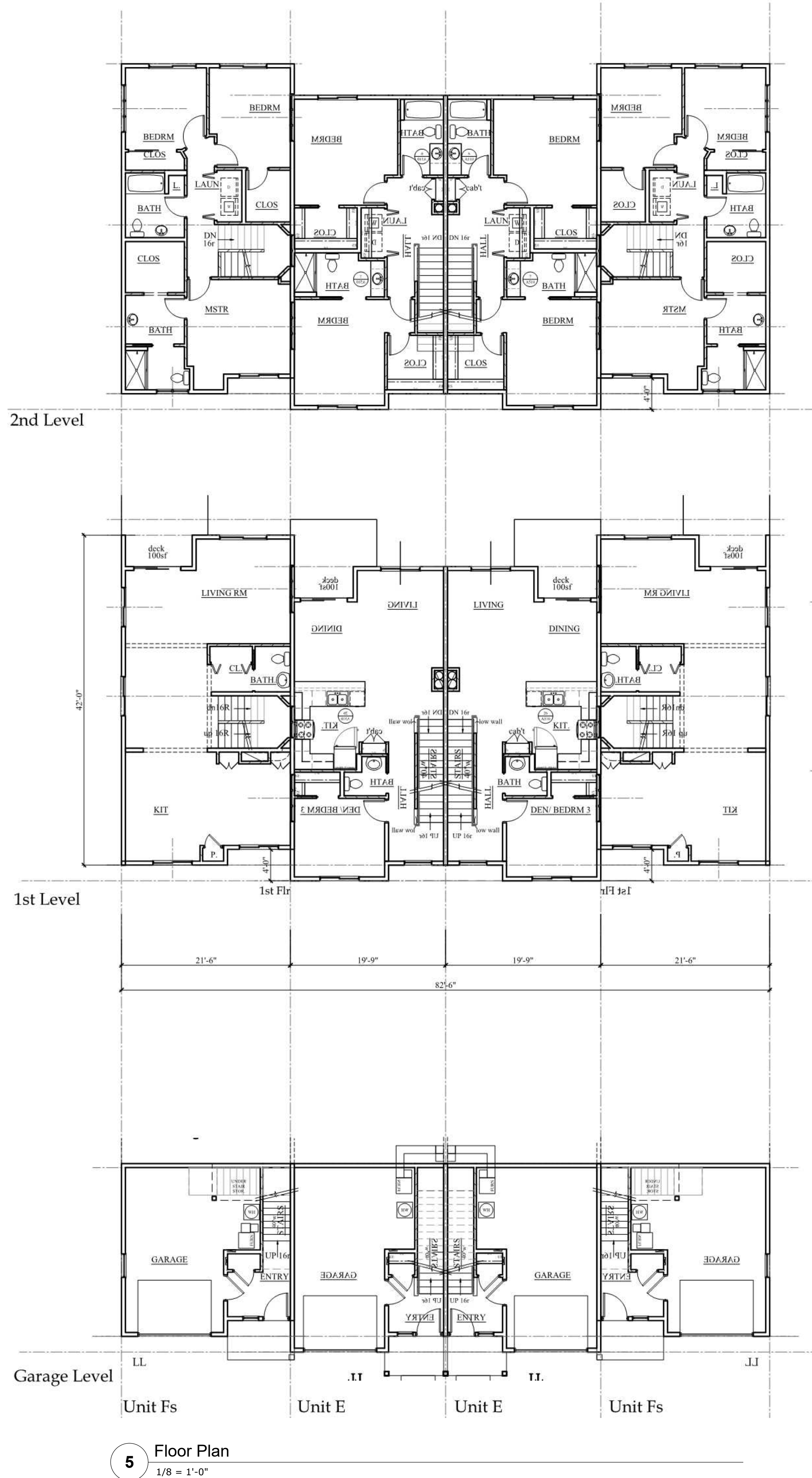


5 Floor Plans
1/8 = 1'-0"

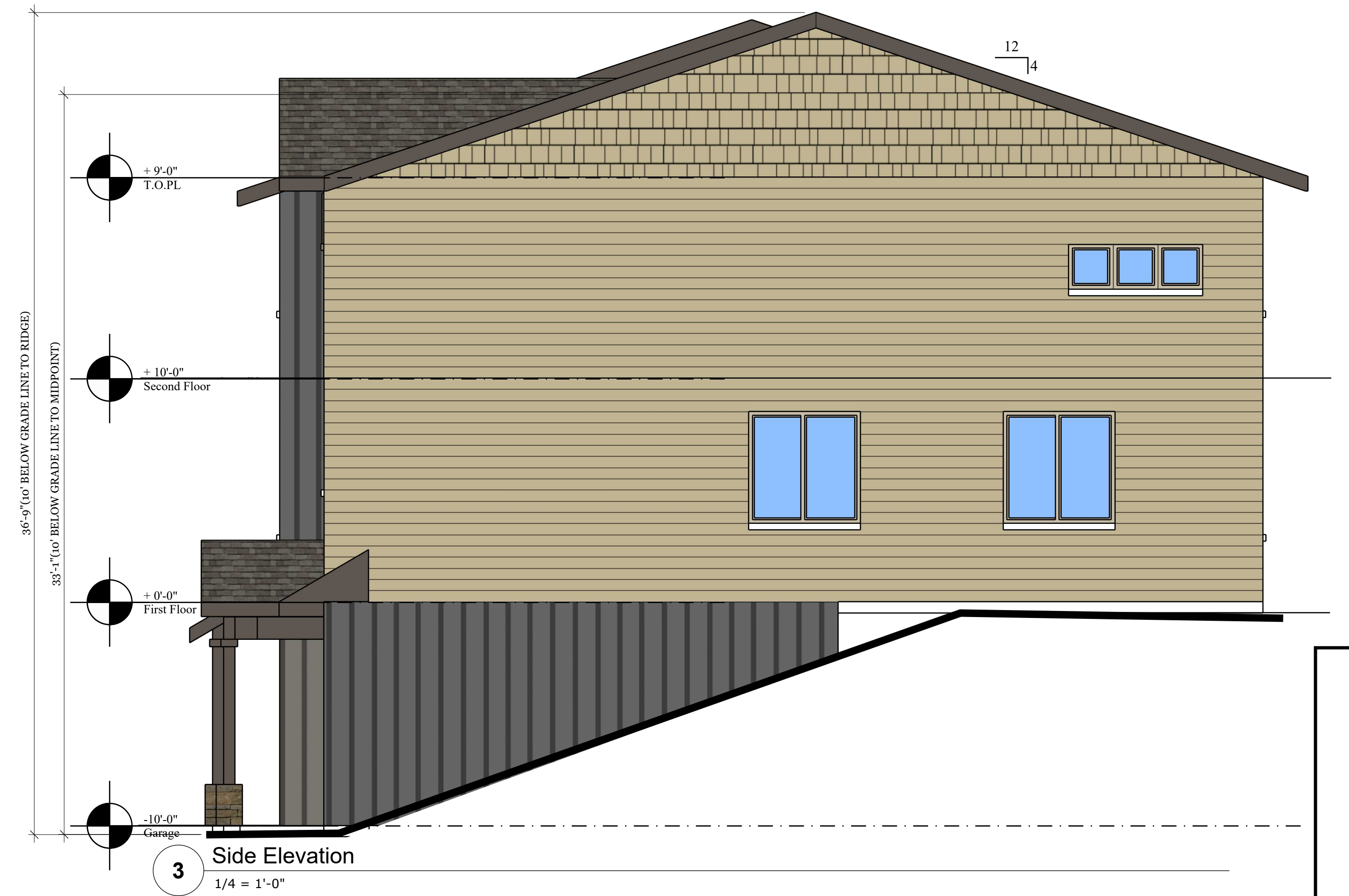


4plex - Units De/A/A/De

LOCATION: M: Drafting/Project/20xx townhomes/A4-ELEV5 11-19-21 layout - A3.3
LAST SAVED: November 19, 2021
PRINTED: November 19, 2021



4 Perspective
1/8" = 1'-0"



3 Side Elevation
1/4" = 1'-0"



2 Rear Elevation
1/8" = 1'-0"



1 Front Elevation
1/8" = 1'-0"

4plex - Units F/E/E/F

REVISIONS:

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November 19, 2021

PROJECT TITLE:

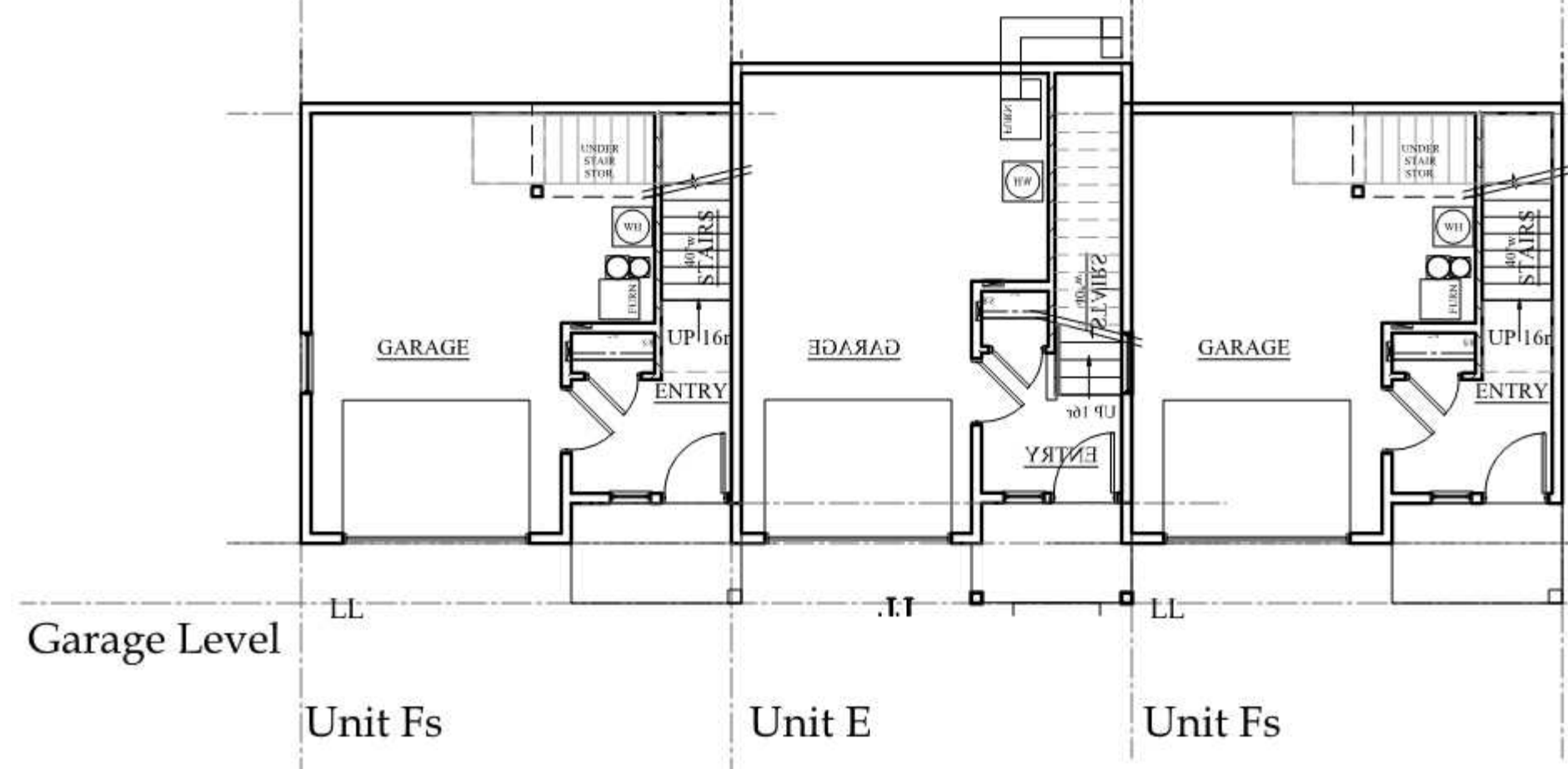
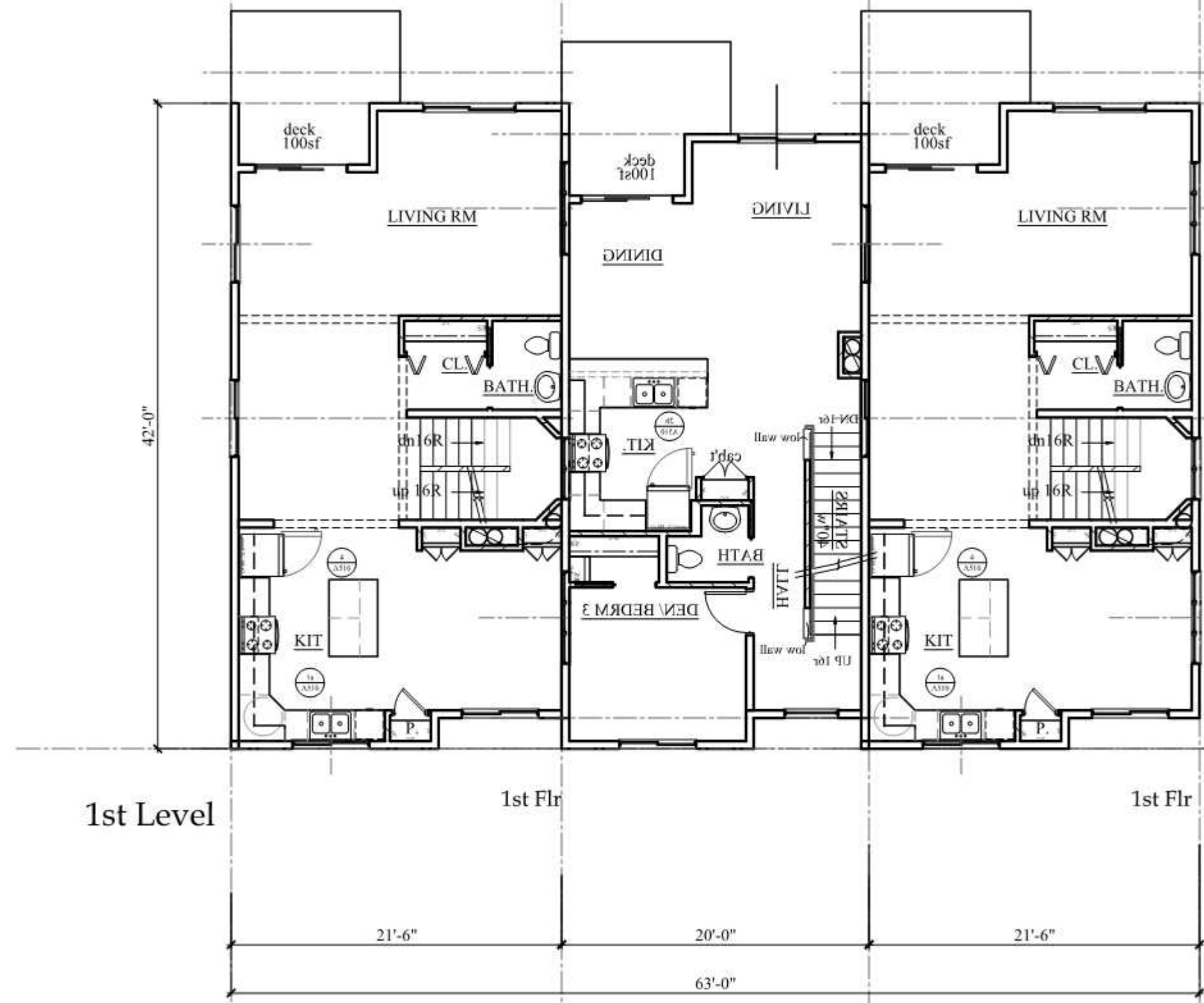
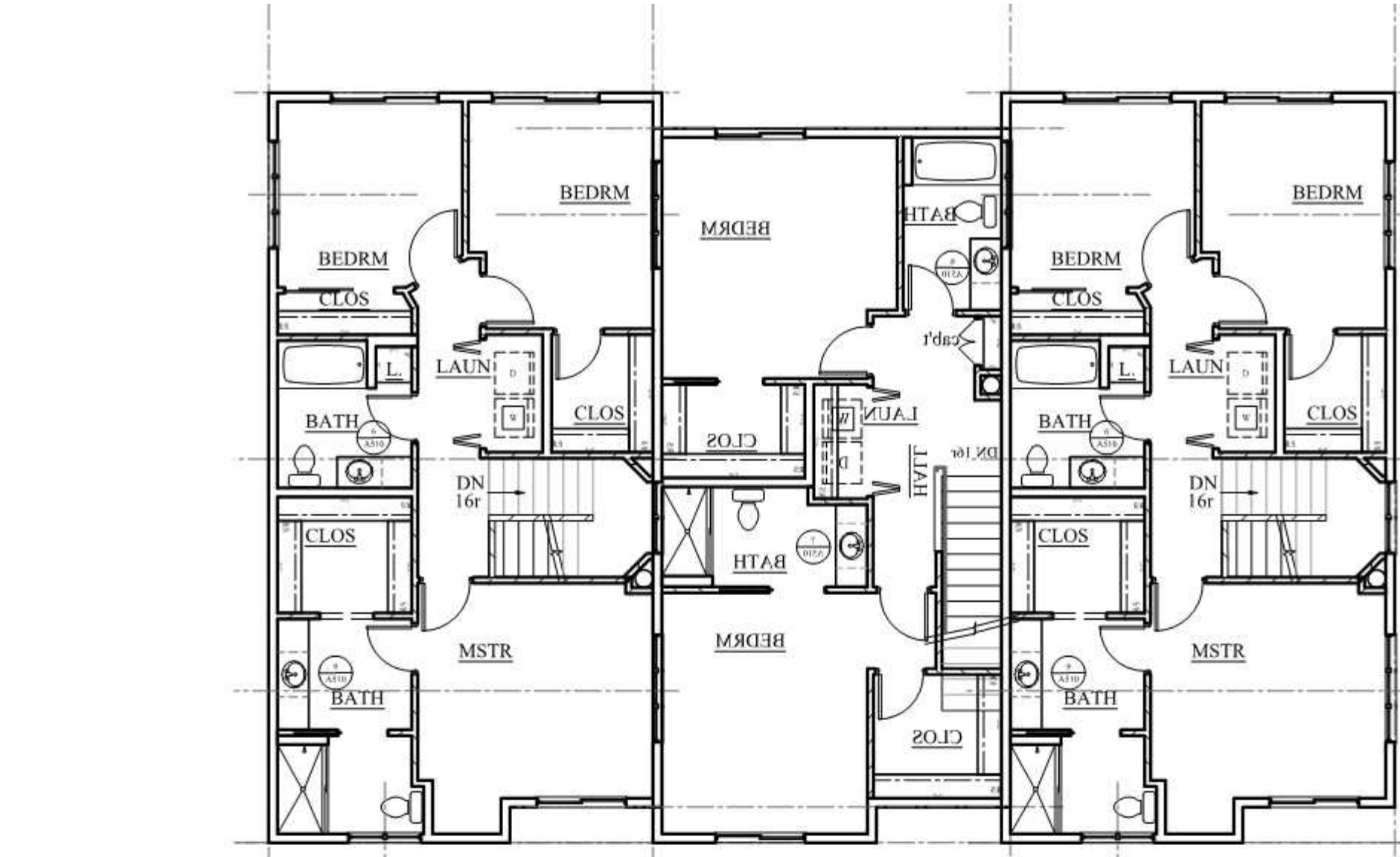
SALEM, OR

BOONE ROAD TOWNHOMES
36th and Boone Rd

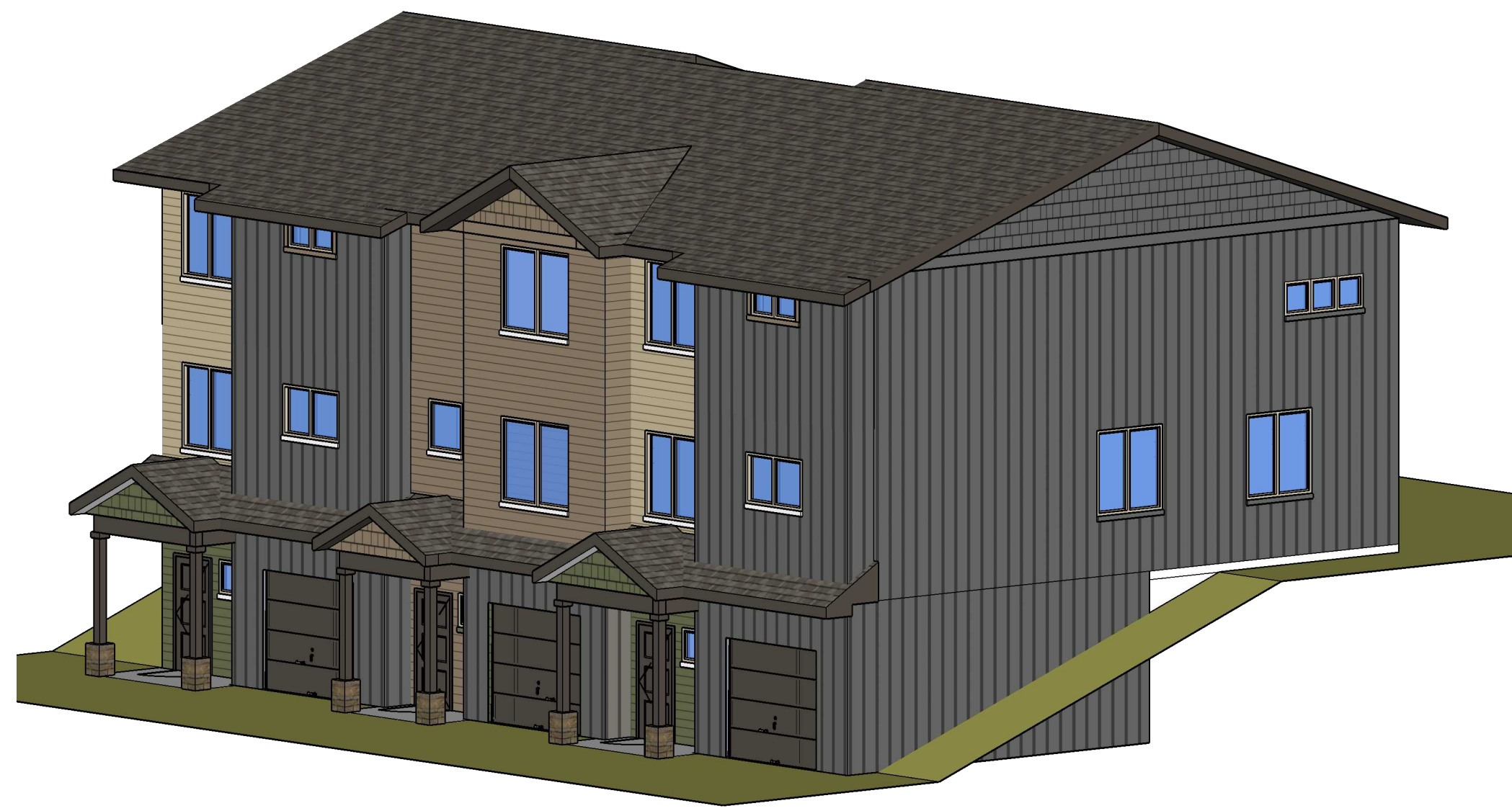
SHEET TITLE:
EXTERIOR
ELEVATIONS

DRAWN BY	SHEET:
PROJECT #	A3.3
DATE	
5/13/19	

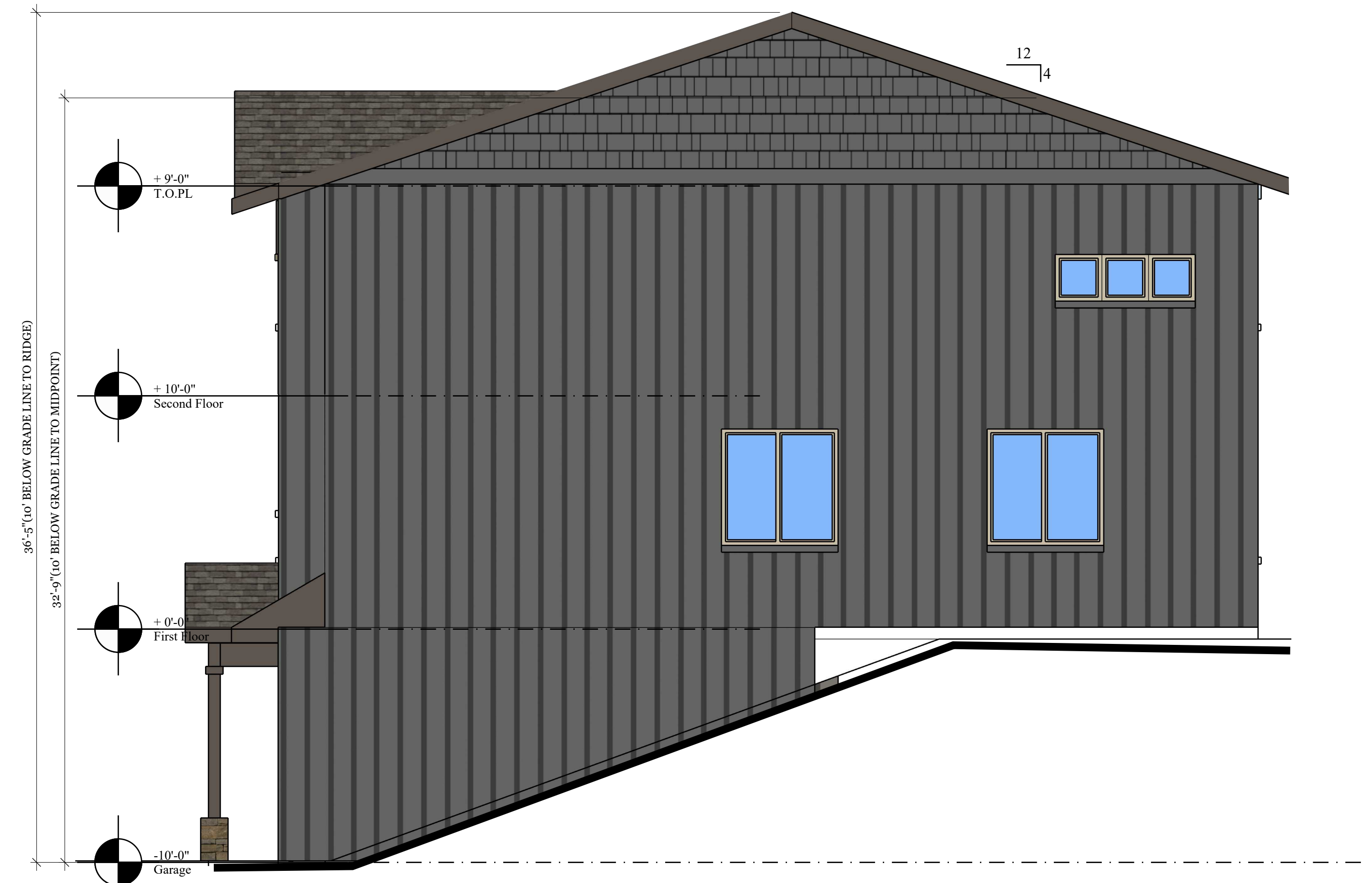
LOCATION: M:\Drawing\Project\20x townhomes\A4-ELEV\21-19-21 Layout - A3.4
LAST SAVED: November 19, 2021
PRINTED: November 19, 2021



5 Floor Plan
1/8 = 1'-0"



4 Perspective
1/8 = 1'-0"



3 Side Elevation
1/4 = 1'-0"



2 Rear Elevation
1/8 = 1'-0"



1 Front Elevation
1/8 = 1'-0"

3plex - Units F/E/F

3425 Boone Rd. SE
Salem, OR 97317
Phone: (503) 566-5715
FAX: (503) 588-3531

BONAVENTURE
Senior Housing

REVISIONS:

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CONSTRUCTION
November 19, 2021

PROJECT TITLE:
BOONE ROAD TOWNHOMES
36th and Boone Rd

SALEM, OR

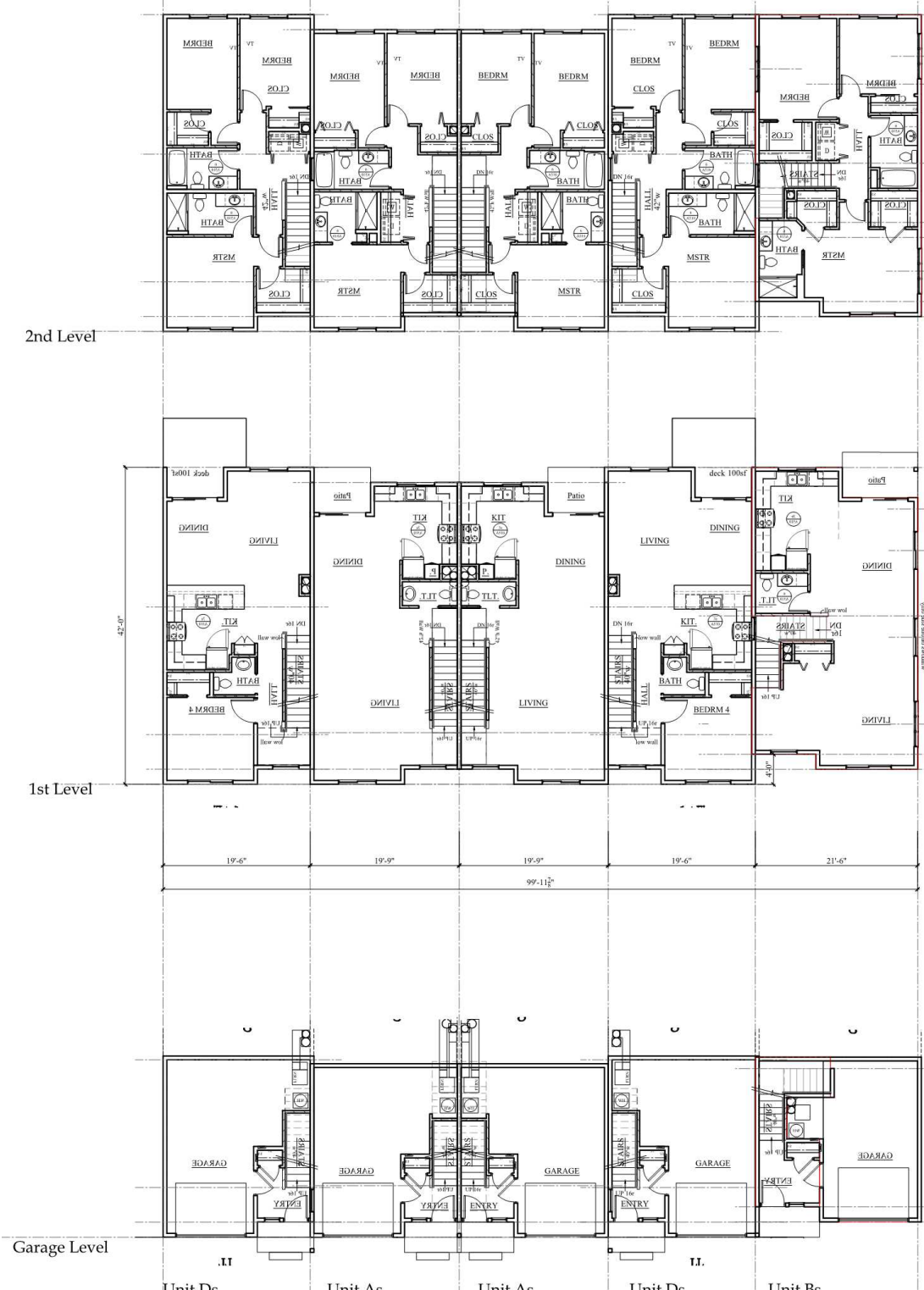
SHEET TITLE:
EXTERIOR
ELEVATIONS

DRAWN BY
SHAWN
PROJECT L
19xx
DATE
5/13/19

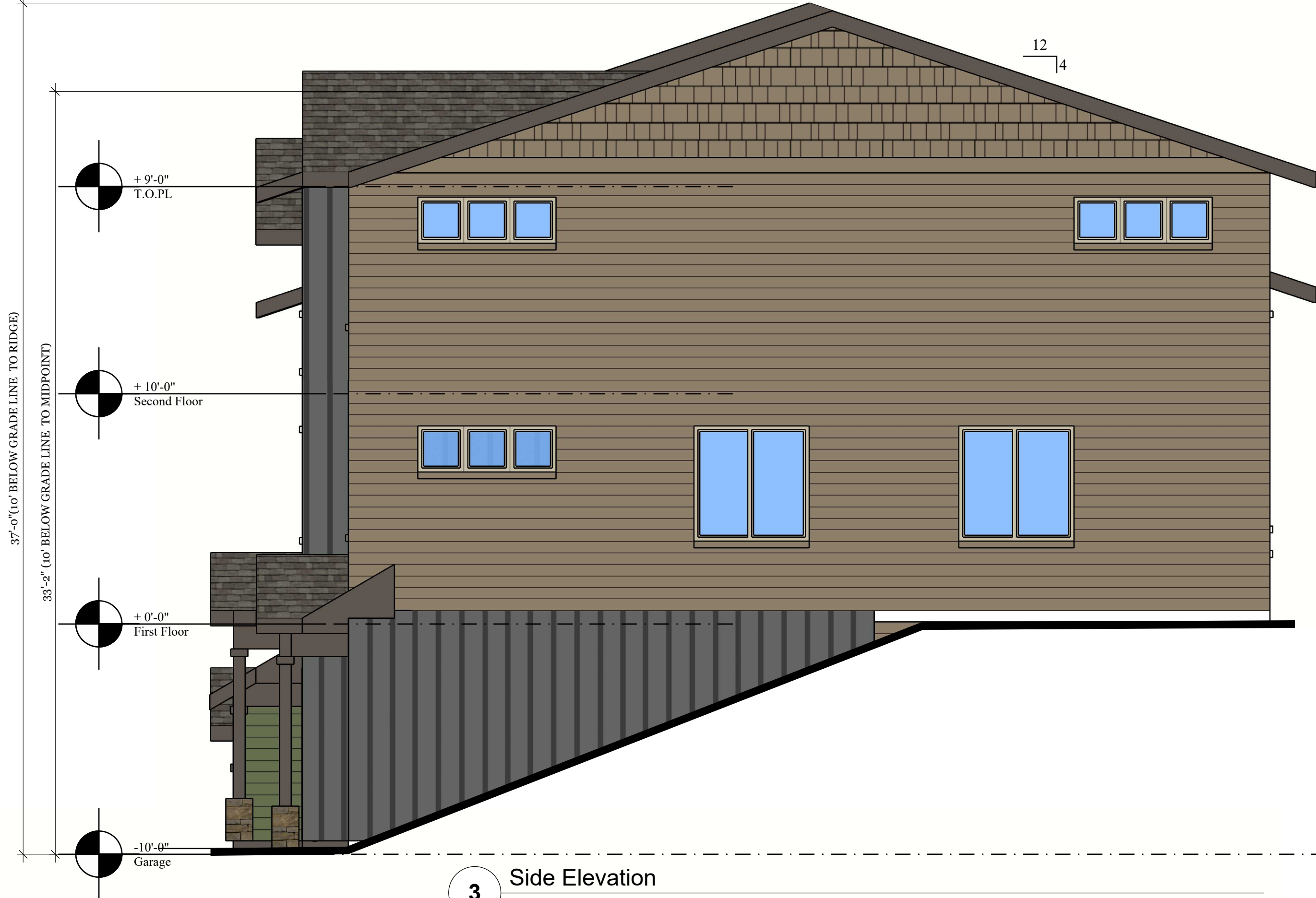
SHEET:
A3.4



5 Perspective
1/8" = 1'-0"



4 Plan
1/8" = 1'-0"



3 Side Elevation
1/8" = 1'-0"



2 Rear Elevation
1/4" = 1'-0"



1 Front Elevation
1/4" = 1'-0"

5plex - Units D/A/A/D/B

LOCATION: M:\Drafting\Project\20xx townhomes\A4-ELEV\511-19-21 layout - A3.5

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PRINTED: November 19, 2021

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FAX: (503) 588-3531



BONAVENTURE
Senior Housing

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November 19, 2021

REVISIONS:

PROJECT TITLE:

SALEM, OR

BOONE ROAD TOWNHOMES
36th and Boone Rd

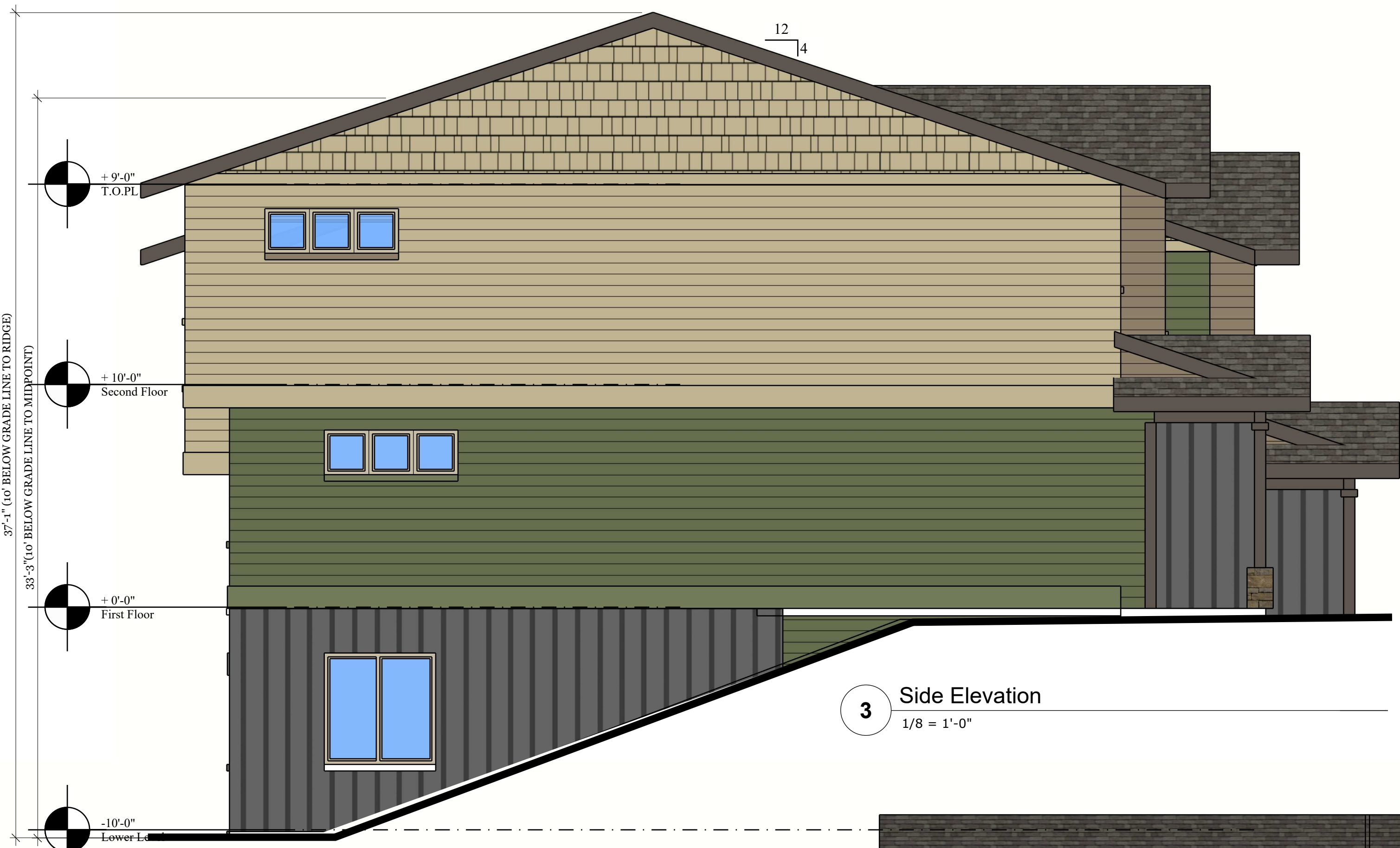
SHEET TITLE:
EXTERIOR
ELEVATIONS

DRAWN BY:
SHAWN
PROJECT L:
19xx
DATE:
5/13/19

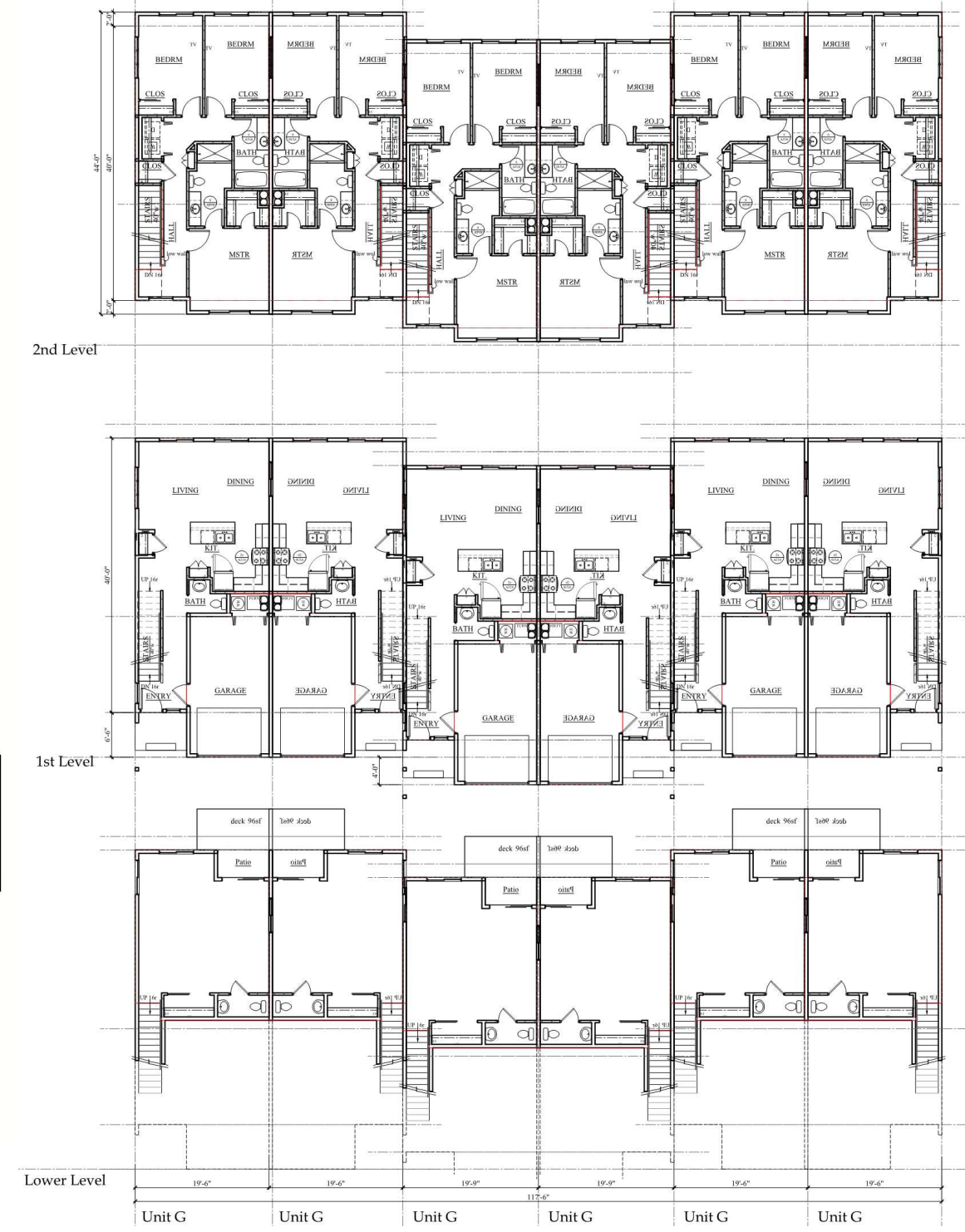
SHEET:
A3.5



5 Perspective
1/8 = 1'-0"



3 Side Elevation
1/8 = 1'-0"



4 Plan
1/8 = 1'-0"



2 Rear Elevation
1/4 = 1'-0"



1 Front Elevation
1/4 = 1'-0"

6plex - Unit Gs

LOCATION: M:\Drafting\Projects\20xx townhomes\A4-ELEV\21-19-21 Layout - A3.6

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PRINTED: November 19, 2021

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CONSTRUCTION
November 19, 2021

REVISIONS:

PROJECT TITLE:

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BOONE ROAD TOWNHOMES
36th and Boone Rd

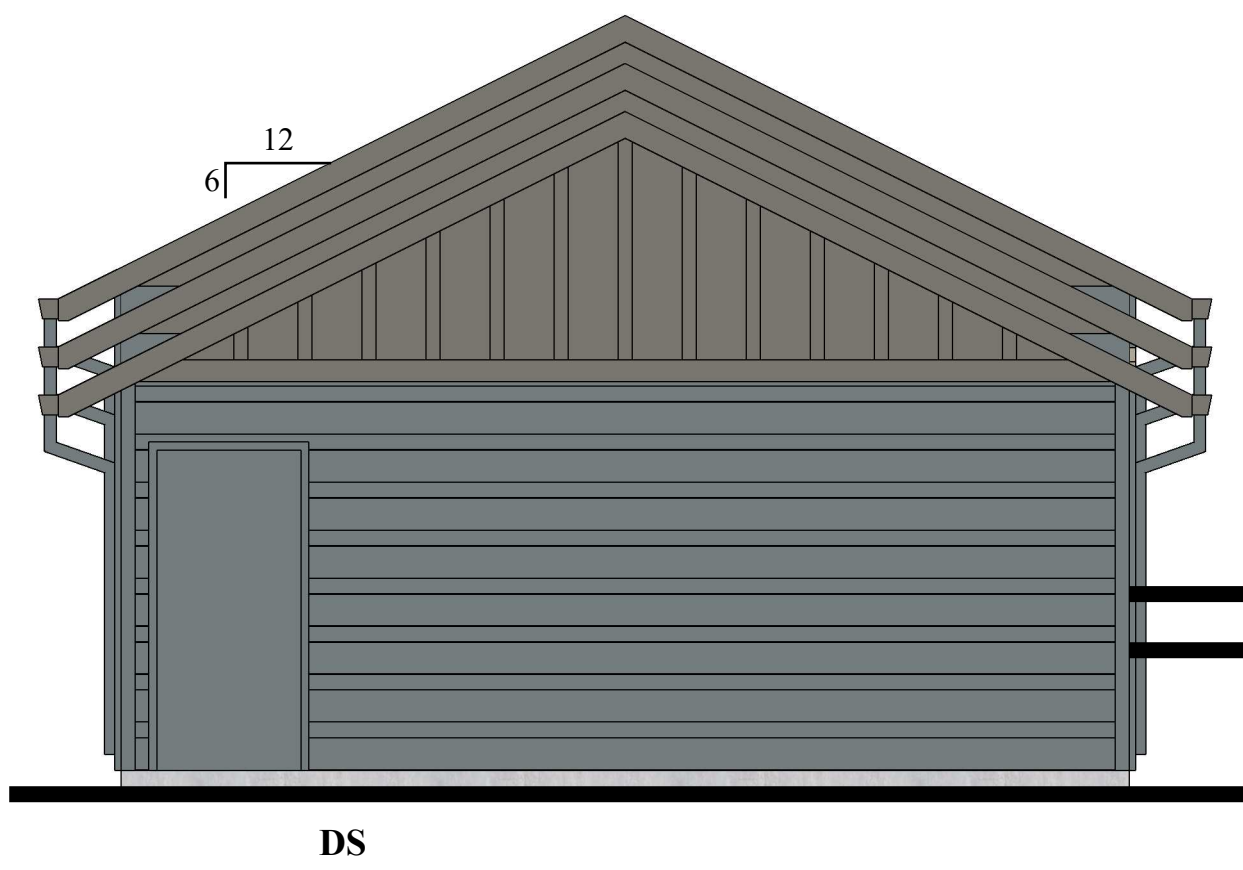
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EXTERIOR
ELEVATIONS

DRAWN BY:
PROJECT:
19xx
DATE:
5/13/19

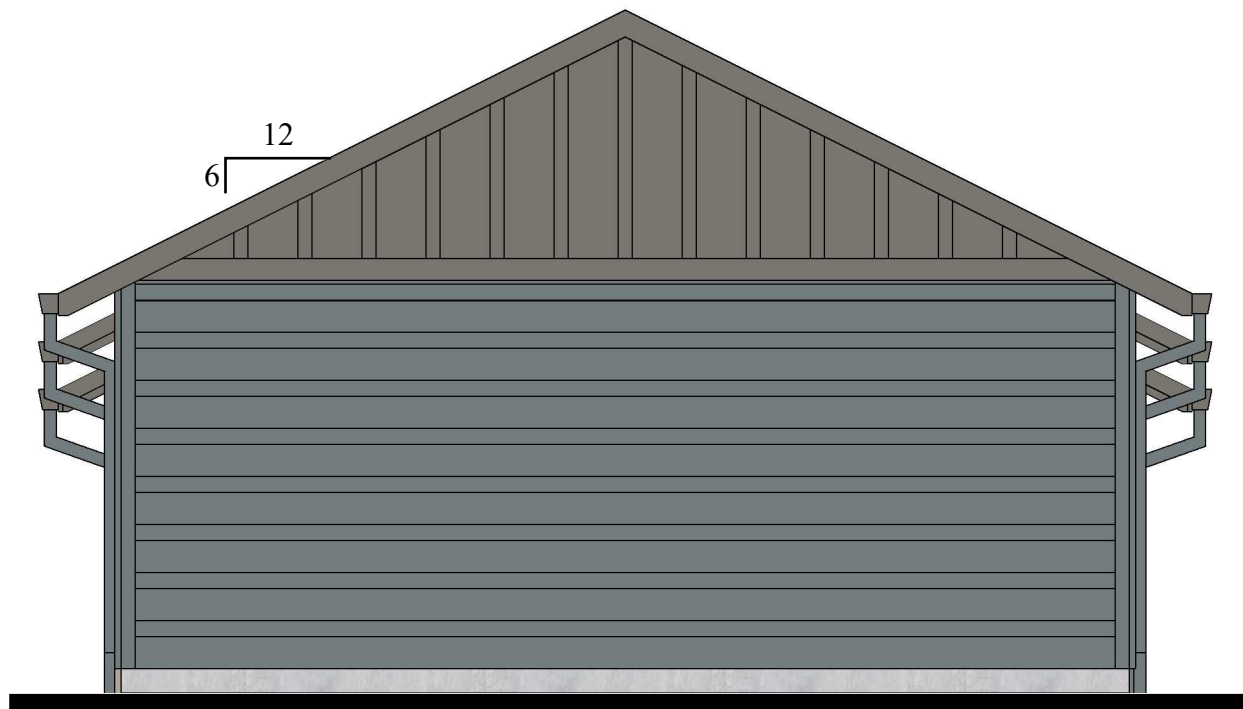
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A3.6

BONAVENTURE
Senior Housing

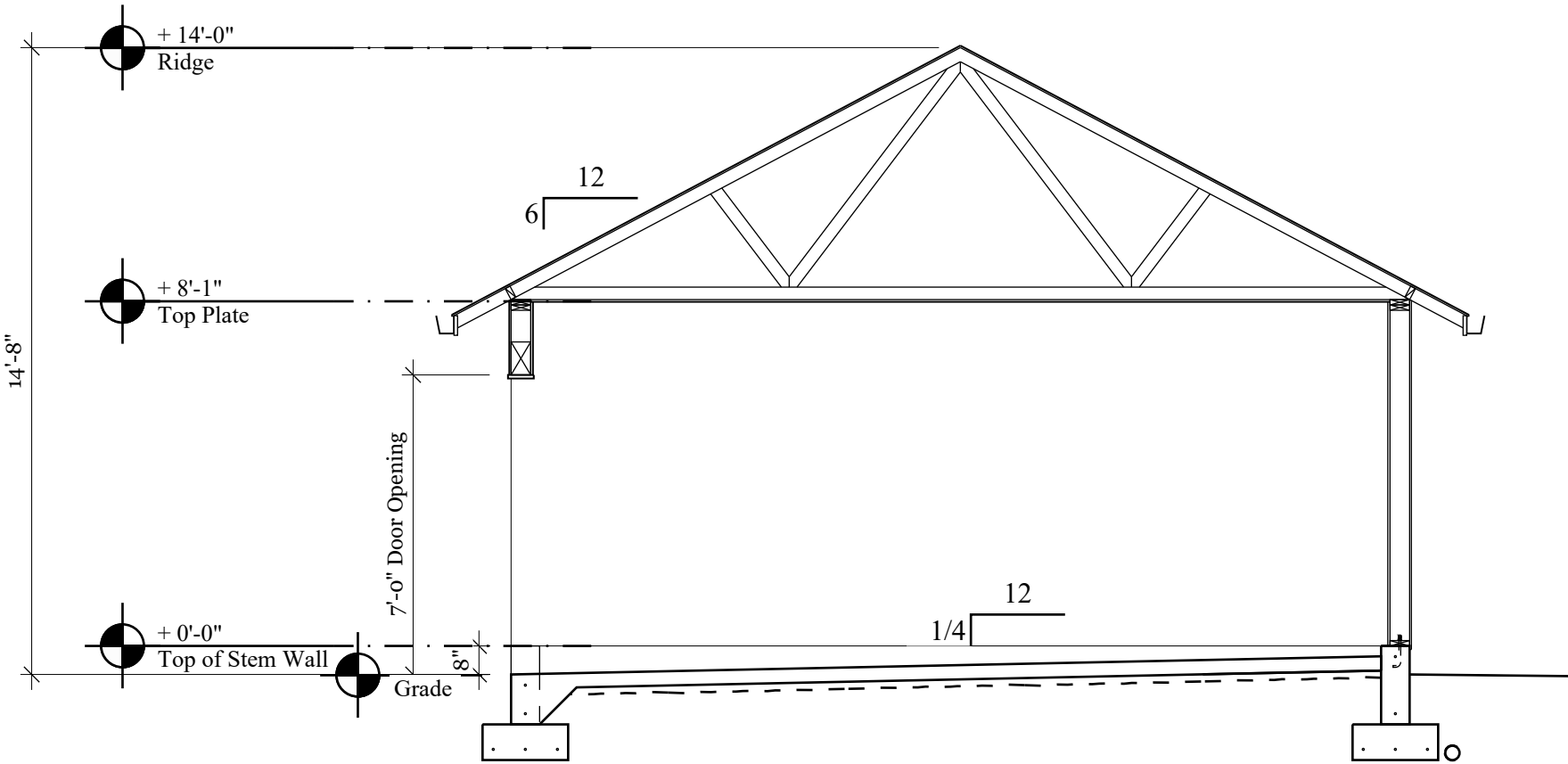
3425 Boone Rd. SE
Salem, OR 97317
Phone: (503) 566-5715
FAX: (503) 588-3531



1 Left Elevation
SCALE: 1/4" = 1'-0"



3 Right Elevation
SCALE: 1/4" = 1'-0"



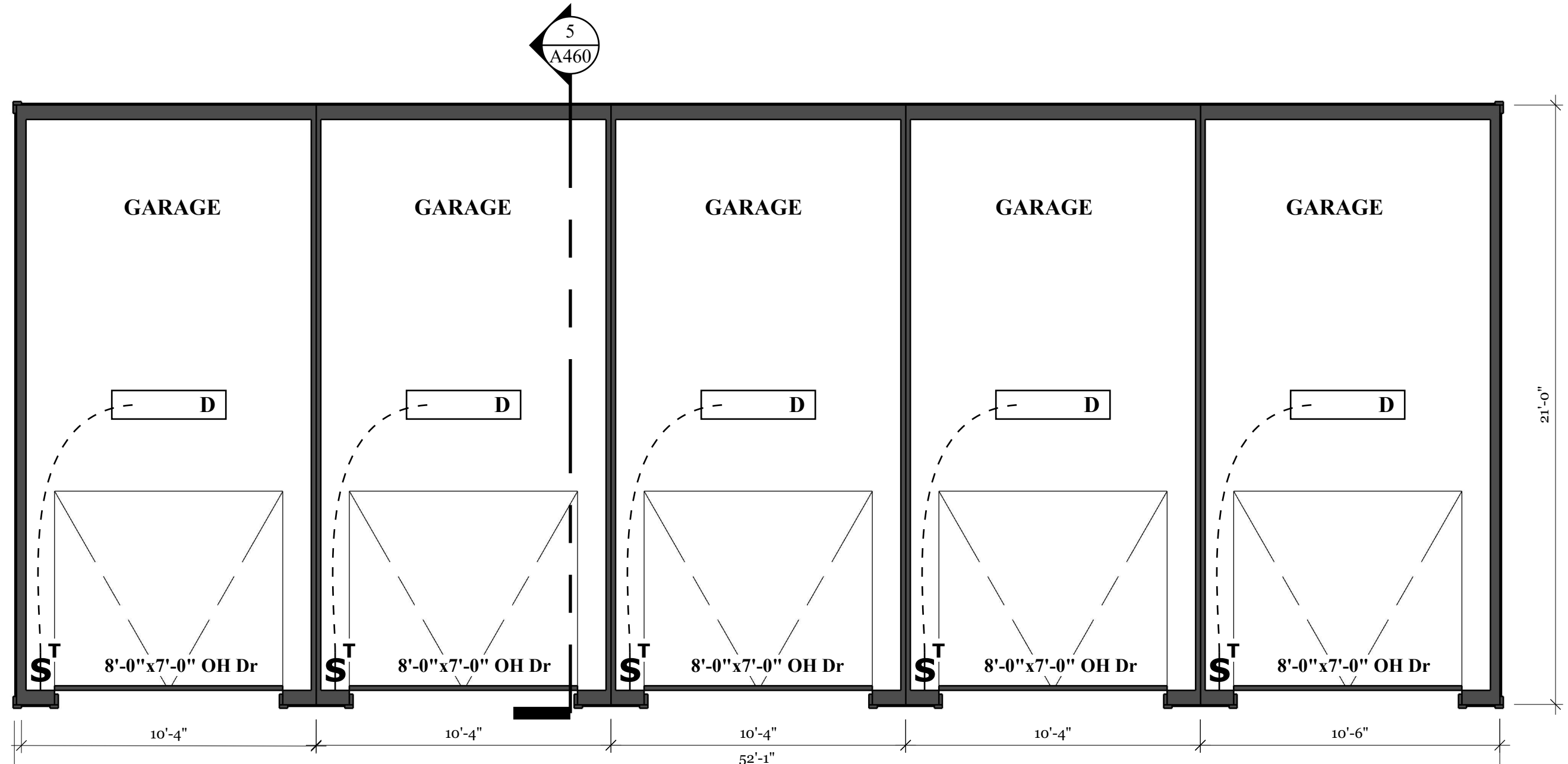
5 Building Section
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2 Front Elevation
SCALE: 1/4" = 1'-0"



4 Rear Elevation
SCALE: 1/4" = 1'-0"



6 Floor Plan
SCALE: 1/4" = 1'-0"

MATERIAL	COLOR
LAMINATED ARCHITECTURAL COMPOSITION SHINGLES	OWENS CORNING BLACK
FIBER CEMENT BOARD AND BATTEN 1x3 BATTENS 16" oc ON 4x8 FIBER CEMENT PANEL	ACCENT - BLDG SW625 FOGGY DAY
HORIZONTAL FLOOR BAND, FASCIA, GUTTERS, SOFFIT AND DECK TRIM	SW7020 BLACK FOX
FIBER CEMENT LAP SIDING 6" REVEAL LAP PATTERN	MAIN BODY - ALL APARTMENTS SW6157 FAVORITE TAN
CULTURED STONE ADHERED STONE	ACCENT - ALL APARTMENTS SW7033 BRAINSTORM BRONZE
	ACCENT - ALL BUILDINGS SW6180 OAKMOSS
	ACCENT - BUILDINGS SW6151 QUIVER TAN
	ACCENT - ALL APARTMENTS SW6158 SAWDUST
	MUTUAL MATERIALS COUNTRY LEDGESTONE HUDSON BAY

GENERAL COLOR NOTES:
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3. PAINT ALL EXPOSED STEEL CONNECTORS.
4. APPLY FIRST COAT OF PAINT TO TRIMSIDING BEHIND STONE VENEER BEFORE INSTALLATION OF STONE

A EXTERIOR FINISH SCHEDULE
SCALE: NTS

Garage

MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

A Land Use Application for:

Type III Process

CONDITIONAL USE PERMIT: SRC 240.005(d)

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

Submitted:

November 19, 2021

Prepared by:

MWSH Boone Road Property LLC

McKenzie Heights II Apartments / Town Homes – CUP
Exhibit 54 - Narrative

Applicant & Property Owner

MWSH Boone Road Property LLC

3425 Boone Road SE
Salem, OR 97317
Contact: Mark D. Lowen
503-480-3151 - o
503-586-4104 – c
MLowen@liveBSL.com

Contact: John Eld
503-373-3161 - o
jeld@liveBSL.com

Civil Engineering

Multi/Tech Engineering Services, Inc.

1155 SE 13th Street
Salem, Oregon 97302
Contact: Brandie Dalton
503-363-9227
bdalton@mtengineering.net

Tax Lot Information:

Tax Map: 083W13A0-00300 02300

Lot Area:

41.62 acres

Current Zoning District:

IC (Industrial Commercial)

**Current Comprehensive Plan
Designation**

IC (Industrial Commercial)

Attachements :

(50) Land Use Application – Type III / Conditional Use Permit : SRC 240.005(d)

(54) Application Narrative

(60) Site Plan

(61) Existing Conditions Plan

SITE HISTORY:

The subject property is the second development phase of a parcel 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is developing this portion of Tax Lot 300 being the Southwest corner of the site that is 19.05 acres in size.

On November 30, 2020, a Design Review Pre-App (Pre-App AP20-104) was held to discuss the development of the subject property as apartments and Townhomes.

PROPOSAL:

Under SRC 551.005(a)-Table 551-1, multiple family dwellings are allowed within the IC zone with a Conditional Use permit.

The applicant is proposing a development consisting of 210-apartment units and 62 townhome units as shown on the site plans. The applicant is applying for a Conditional Use for the construction of an apartment / townhome complex.

East Side:

150-apartment units / 8 buildings

West Side:

60-apartment units / 4 buildings

62- town home units / 12 buildings

CONDITIONAL USE CRITERIA:

SRC 240.005(d) - An application for a Conditional Use permit shall be granted if all of the following criteria are met:

- (1) The proposed use is allowed as a conditional use in the zone.**
- (2) The reasonably likely adverse impacts of the use on the immediate neighborhood can be minimized through the imposition of conditions; and**
- (3) The proposed use will be reasonably compatible with and have minimal impact on the livability or appropriate development of surrounding property.**

APPLICANT’S REASONS ADDRESSING CHAPTER 240.005(d):

(1) Under SRC 551.005(a)-Table 551-1, multiple family dwellings are allowed within the IC zone with a Conditional Use permit.

(2) The proposed apartments and town homes will have little to no impact on the neighborhood. The property is bordered on the west side by I-5 which provides a buffer and a setback of at least 100 feet from any development to the west. The property to the north is zoned IC and is phase I of this multi-family development with 210 apartment units. The property to the east is zoned IC and is currently vacant. The proposed apartments and town homes are setback at least 20 feet from any property line. The large setbacks and adjacent zoning help eliminate any impacts on the surrounding neighborhood.

The proposed apartments and town homes will have less an impact on the area then an industrial use that is allowed within the IC zone.

A Traffic Impact Analysis (TIA) dated November 18, 2021, has been provided as part of this submitted.

(3) The site is bisected by “A” Drive, with town home and apartment units on the west side and apartment units on the east side. 32nd Avenue will connect to “A” Avenue connecting to Boone Road to the north and 36th Avenue to the east.

The surrounding land uses within the vicinity are zoned and used as follows and as shown.

North: IC (Industrial Commercial); Multi-family / apartments

East: IC (Industrial Commercial); Undeveloped

South: RA (Residential Agriculture); vacant land

West: I-5

The apartments and town homes will be required to go through Site Plan/Design Review, which requires open space and landscaping at a higher percent than what a commercial use would be required to provide. Amenities like landscaped open space and play area will help with the visual appeal of this area and reduce impacts on the neighborhood. The design standards are in place to help ensure compatibly with adjacent uses.

The proposed apartment / townhome development will provide pedestrian paths and sidewalks throughout the site connecting to “A” Drive, and 32nd Avenue. These pedestrian paths will provide access and circulation to the surrounding neighborhoods, increasing their livability as well.

Therefore, this criteria will be complied with through the Site Plan/Design Review process.

Residential Development

Establishing Residential Uses.

The location and density of residential uses shall be determined after considering the proximity to services. Such services include, but are not limited to, shopping, employment and entertainment opportunities, parks, religious institutions, schools and municipal services. Relative proximity shall be determined by distance, access, and ability to provide services to the site.

Multi-Family Housing.

Multiple family developments should be located in areas that provide walking, auto or transit connections to:

- 1) Employment Centers
- 2) Shopping Areas
- 3) Transit Service
- 4) Parks
- 5) Public Buildings

Findings: The subject property is located along Boone Road which is located southwest of Kuebler Boulevard and west of Commercial Street. Both areas will provide services to this development with existing and future uses.

The proposed development will have access to services to the east and northeast along Turner Road, to the west along Boone Road and along Commercial Street. There is a park area located off Landon Street to the southwest of the site. Along these areas are existing offices, shopping, Transit, and parks. All services that will be available to the future residents of this development.

This area of Salem is growing and changing. There are several commercial projects proposed along Kuebler Boulevard and along Boone Road existing and currently being proposed.

Transit Service is available to the west of the site along Battlecreek Road, Route 6 (12th/Battlecreek).

Conclusion:

The applicant requests approval of a Conditional Use Permit: SRC 240.005(d), Type III Review. Providing justification in the form of plans, detailed reports, supporting documents and findings in support of the proposed application. As addressed in this narrative and the supporting plans and documents, this proposal does meet all applicable code provisions. As such, the applicant respectfully requests that the Type III review for the Conditional Use Permit approved as submitted.

McKenzie Heights Phase 2

Class 3-Site Plan Review

November 19, 2021

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

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

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

Section 803.030-Street Spacing (Block Length)

Section 702.020(e)(5)-Ped Paths

Section 702.020(d)(2)-Parking Location

Section 702.020(e)(4)-Buildable Frontage

Section 702.020(e)(1)-Building Length

Therefore, the applicant has requested adjustments and will meet the guidelines to those standards. All standards and guidelines have been addressed and met as outlined within this narrative and on the site plans.

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is developing is 18.08 (19.06 including right of way) acres.

SITE AREAS

BOUNDARY	1,412,323 S.F.
TOTAL SITE	830,133 S.F.
R.O.W. DEDICATION	42,469 S.F.
NET DEVELOPABLE	787,664 S.F.

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

East Side of A Drive:

9.40 Acres

150-units

West Side of A Drive:

8.68 Acres

60-units

62-townhouse units

Industrial Commercial (IC)-SRC Chapter 551

Setbacks:

East Side-

North: 20-foot; (A Drive)
East: 10-foot; (Vacant IC zone properties)
West: 25-foot; (A Drive)

West Side-

North: 20-foot; (Adjacent Crown Pointe Phase 1)
East: 20-foot; (Adjacent Crown Pointe Phase 1)
South: 20-foot; (A Drive)
West: 10-parking; (Adjacent right-of-way (I-5))

Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

Maximum Height: Maximum building height allowed in the IC zone is 70'. All proposed buildings are in compliance with the requirements of the Code.

All buildings and townhomes are under 45 feet in height, measured to the highest point. See attached Building Elevations.

All proposed garage buildings (3 Garage Buildings) are under 15 feet in height (measured to the roof line)

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

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report dated November 9, 2021, has been submitted as part of this proposal. Therefore, meeting the requirements of the Public Works Department. Therefore, meeting the requirements of the Public Works Department.

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

Applicant Findings: The subject property has street frontage on Boone Road to the north, 32nd Avenue to the east, and A Drive to the east and west. A Traffic Impact Analysis (TIA) dated November 18, 2021, was done for Phase 1 and 2 of the sites. The TIA has been provided as part of this submitted.

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

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

and healthful development of any adjoining land or access thereto.

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

Applicant Findings: The development is for a 210-unit apartment and 62 townhome units. Code required 1 vehicle parking space for all one-bedroom units, 1.5 vehicle parking spaces for all two and three-units, and 2 vehicle parking spaces for each townhome.

The applicant is required to provide a minimum of 300 on-site vehicle parking spaces for the apartments and a minimum of 124 on-site vehicle parking spaces for the townhome units.

As shown on the site plan, 485 on-site parking spaces are being provided. Plus, each townhome unit has a garage which equals 1 vehicle parking space. Building 11 has parking underneath as well, which is 8 garages. Therefore, there is a total of 547 on-side parking spaces that will be shared between the east and west sides of the development with Phase 2.

East Side: (207 required)

162 Standard Parking Stalls

120 Compact Parking Stalls

7 Handicap Parking Stalls

15 Garages

304 Total Parking Stalls

West Side: (214 required)

102 Standard Stalls

70 Compact Stalls

1 Handicap Parking Stalls

8 Garages under Building 13

62 Garages under the townhomes

243 Total Parking Stalls

Adequate parking has been provided throughout the development with about 2.60 parking spaces per dwelling unit.

All parking areas will be served by 26-foot wide internal two-way accessways that run through the development. Parking areas and driveways have been designed to City standards and provide safe circulation throughout the development.

Bike racks have been provided on the site and located in a convenient location for the residents.

Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Twenty-eight (28) bicycle parking spaces are required for this development. Bike racks will be provided on the site and located in a convenient location for the residents.

West side:

12 Bicycle Spaces (2 racks)

East side:

42 Bicycle Spaces (7 rack)

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

Therefore, this standard has been met.

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

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

McKenzie Heights Phase 2-Block Length

November 19, 2021

Applicant Findings: The subject property, Phase 2, has street frontage on, 32nd Avenue to the east, and A Drive to the east/west. A Traffic Impact Analysis (TIA) dated November 18, 2021, was provided as part of the submittal for Phase 1.

As shown on the site plan, safe and efficient access and circulation has been provided into and throughout the development. The proposed development 26-foot wide driveways throughout the site. The driveways provide circulation throughout the site and onto the surrounding street system. The design of on-site circulation is clearly identifiable, safe, pedestrian friendly and interconnected. The subject property is located in a developing area where improved streets and sidewalks continue as required by the City. Improved access is required by code. Approval does not adversely affect the safe and healthful development of any adjoining land or access thereto.

Sec. 803.030. - Street spacing.

- (a) Streets shall have a maximum spacing of 600 feet from right-of-way line to right-of way line along one axis, and not less than 120 feet and not more than 400 feet from right-of-way line to right-of-way line along the other axis.***

- (b) Street spacing may be increased where one or more of the following exist:***
 - (1)Physical conditions preclude streets meeting the spacing requirements. Physical conditions include, but are not limited to, topography or the existence of natural resource areas such as wetlands, ponds, streams, channels, rivers, lakes, or a resource protected by state or federal law.***
 - (2)Buildings or other existing development on adjacent lands, including previously subdivided but vacant lots or parcels, physically preclude streets meeting the spacing requirements, considering the potential for redevelopment.***
 - (3)An existing public street or streets terminating at the boundary of the development site exceed the spacing requirements, or are situated such that the extension of the street or streets into the development site would create a block length exceeding the spacing requirements. In such cases, the block length shall be as close to the spacing requirements as practicable.***
 - (4)Strict application of the spacing requirements would result in a street network that is no more beneficial to vehicular, pedestrian, or bicycle traffic than the proposed street network, and the proposed street network will accommodate necessary emergency access.***

Applicant Findings:

- (A) Block length shall be a maximum of 600 feet between street centerlines. The length of the blocks was taken into consideration at the time of design layout and per Partition 19-12 Conditions of Approval. The 32nd and A Drive street extensions exceed the 600-foot block**

length allowed. The applicant is requesting an alternative street design to allow a greater than 600-foot street spacing per 803.030.

There are more than enough street connections within the proposed development to provide for adequate circulation.

Due to the wetlands and steep slopes to the east and south, additional street connections cannot be made.

The site plan provided shows how the street alignment will be constructed when the entire site is developed. As shown on the site plan, the proposed development provides a safe and efficient circulation pattern throughout the development for vehicles and pedestrians.

- (B) The purpose of this requirement is to help provide safe and efficient vehicle and pedestrian circulation throughout the development. As stated above, there are more than adequate street connections and sidewalks proposed that will provide safe and efficient circulation.

The subject property is zoned IC. The subject property is being developed with multi-family dwellings and townhomes.

The development provides street connections to the east and west (A Drive) to help enhance circulation throughout the neighborhood when those properties are developed. The proposal will have little to no impact on the surrounding neighborhood since the development is surrounded by I-5 or mainly vacant IC land.

A Drive:



A Drive runs through Phase 2 and is about 1200 feet in length. A Drive provides a street connection to the properties to the south for future development. The proposed street exceeds the maximum spacing of 600 feet from right-of-way line to right-of way line. However, due to the topography on the south site of A Drive, it is too steep to provide a street connection that will be safe and efficient. A connection from A Drive to the southeast would have a 17.5% street grade, which is well over the 12% allowed (See attached grading plan). Furthermore, there is a waterway located on the eastern portion of the site that will make a street connection difficult. So, at this time, it is most efficient to avoid street connections in certain areas.

Dues to the topography and the location of waterway to the south and east, additional street connections from A Drive are not feasible. Nor is it needed due to the street connections provided as shown on the street plan provided. A connection to the southeast would also result in the loss of trees, loss of density, and require significant grading.

I-5 is located to the west of the subject property. Therefore, a street connection to the west is not feasible or allowed.



McKenzie Heights Phase 2 Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

East Side:

409,572 square feet (9.40 acres)
150-units proposed

West Side:

378,092 square feet (8.68 acres)
60-units and 62-townhomes proposed

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

“(4) On sites with 75 feet or more of buildable width, a minimum of 40 percent of the buildable width shall be occupied by building placed at the setback line to enhance visual interest and activity along the street. Accessory structures shall not apply towards meeting the required percentage.”

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

- (A) The purpose underlying the specific development standard proposed for adjustment is:**
- (i) Clearly inapplicable to the proposed development; or**
 - (ii) Equally or better met by the proposed development.**
- (B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.**
- (C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.**

Applicant Findings:

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



A Drive (West Side)

The subject property has 626 feet of buildable width (this excludes required side setbacks and driveways) along A Drive. Due to the 10-foot PUE, Buildings 8 and 10 cannot be located on the 5-foot setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the buildings total 217 feet of the buildable width along the street frontage. Therefore, occupying 34% of the buildable width of street frontage along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

The applicant's proposal also includes additional landscaped within the existing development, which is equally or better because landscaping helps to enhance the pedestrian appeal of a site. See attached landscape plans.

- (B) The apartment development will provide additional landscaped areas throughout the site along with pedestrian paths/sidewalks through, along with visual appealing buildings. All of which will create a pedestrian friendly development. The reduction of buildings along the setback line will have no effect on the proposed use or surrounding uses.
- (C) There are several adjustments being requested for this proposal. The several adjustments do not have any effect on the project.

McKenzie Heights Phase 2

Adjustment Class-2 Application

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

SITE AREAS

BOUNDARY	1,412,323 S.F.
TOTAL SITE	830,133 S.F.
R.O.W. DEDICATION	42,469 S.F.
NET DEVELOPABLE	787,664 S.F.

East Side:

409,572 square feet (9.40 acres)
150-units proposed

West Side:

378,092 square feet (8.68 acres)
60-units and 62 townhomes proposed

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

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

- (1) To preclude long monotonous exterior walls, buildings shall have no dimension greater than 150 feet.***

These standards are intended to promote building and site design that contributes positively to a sense of neighborhood and to the overall streetscape by carefully relating building mass, entries and yards to public streets.

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

- (A) The purpose underlying the specific development standard proposed for adjustment is:***
- (i) Clearly inapplicable to the proposed development; or***
(ii) Equally or better met by the proposed development.
- (B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.***
- (C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.***

Applicant Findings:

- (A) Proposed Building 11 exceeds the 150-foot building length maximum allowed. All other buildings within the development will not exceed 150 feet in length. The height and length of the buildings and structures conform to the measuring requirements in code.

*Building 11: 161.9 feet in length



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

The subject property is a large site with more than adequate landscape open space through. Building 11 is over 150 feet in length but is not located in a place that creates long wall like structures. The buildings on the site are spread out and over 20-feet from each other, which is better development with more privacy.

Due to the topography near Building 11 the longer buildings will work better with the natural grade of the site and not require large cuts and fill.

The offsets on the buildings also help to break up the long building length, which creates more appealing building. Therefore, making this proposal equally or better.

- (B) The proposed development is not located within a residential zone. However, in order to create a visually appealing development that is in compliance with Code, the building design does not have long flat walls or roof lines. The buildings will have an offset that breaks up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated in the building design to add some visual element to the buildings. Therefore, breaking up the long building length.
- (C) There are several adjustments being requested for this proposal. The adjustments do not have any effect on the project.

McKenzie Heights Phase 2

Adjustment Class-2 Application

November 19, 2021

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

A street extension, A Drive runs through the development, creating two sites.

East Side:

409,572 square feet (9.40 acres)

150-units proposed

West Side:

378,092 square feet (8.68 acres)

60-units and 62 townhomes proposed

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

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

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

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

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
- (ii) Equally or better met by the proposed development.***

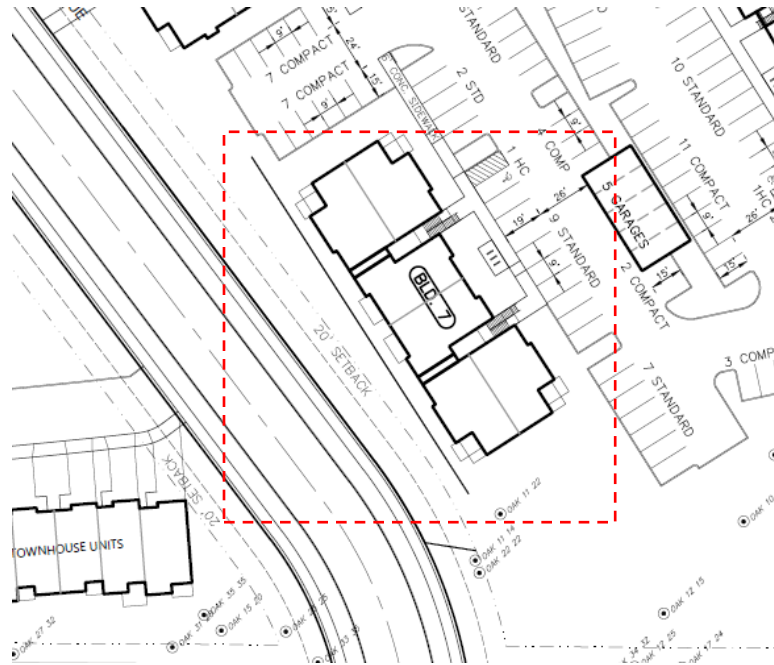
(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

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

Applicant Findings:

- (A) The purpose of this requirement is to provide a pedestrian friendly development with buildings entrances facing the street. The applicant is requesting an adjustment to allow a***

Building 7 to not have direct pedestrian access from the building to A Drive as shown on the site. Due to the topography of the site and the need for a retaining wall, a pedestrian pathway cannot feasibly be provided.



All buildings face the interior of the lot. The rear side of Buildings 7 and 8 face A Drive and are located within 25 feet of the property line. The side of Buildings 1, 4, 5, and 9 face A Drive and are located within 25 feet of the property line. The sides of the townhomes face A Drive also. The street side of these buildings (rear/side) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way.

All buildings within the development have direct pedestrian access onto sidewalks. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within Phase 1, Boone Road, 32nd Avenue, and A Drive via the proposed internal sidewalk system.

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

One of the requirements in SRC 702.020(d)(4) is "To ensure safe pedestrian access to and throughout the development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks". The proposal still meets the requirement of SRC 702.020(d)(4) by providing a sidewalk connection from within the project to the public

sidewalk along A Drive and through Phase 1.

Due to the slope of the site, Building 7 is below the street level and requires a retaining wall. Making it very difficult to provide pedestrian paths.

Proposed pedestrian sidewalk connections are illustrated on the tentative site plan. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. Due to the topography and retaining wall near Building 7, providing a pedestrian pathway is not feasible. However, there are more than adequate pathways from Building 7 to the internal sidewalk system that are equally or better met by the proposal.

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

McKenzie Heights Phase 2

Adjustment Class-2 Application

November 17, 2021

Proposal:

The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres in size.

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

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

“SRC 702.020(d)(2): “To minimize the visual impact of on-site parking and to enhance the pedestrian experience, off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.”

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

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or***
- (ii) Equally or better met by the proposed development.***

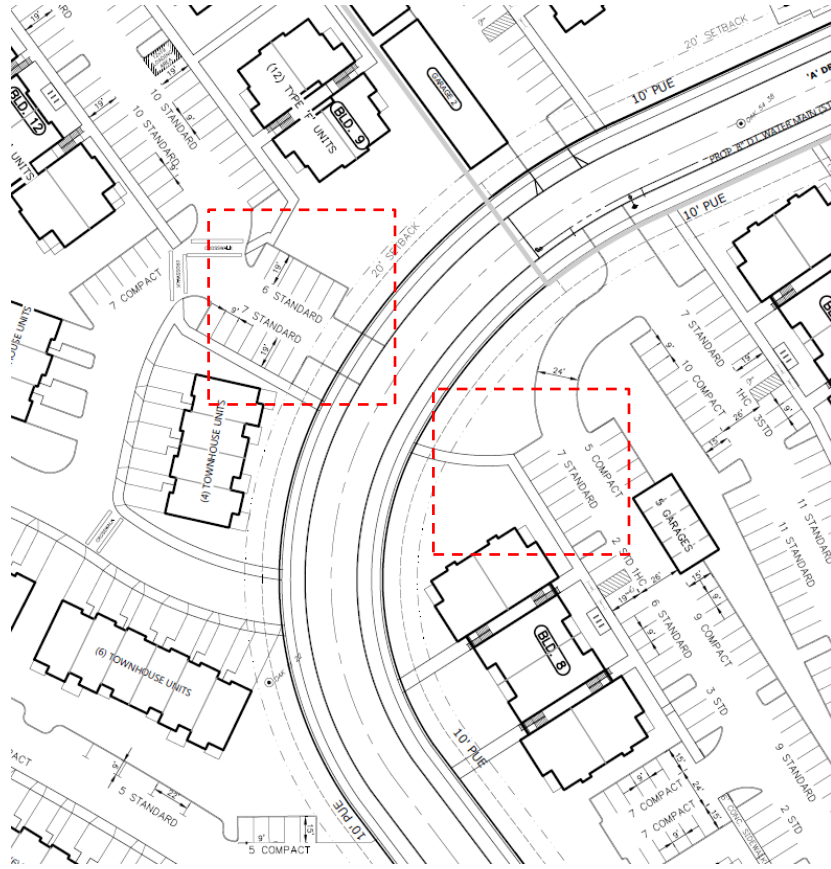
(B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.

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

Applicant Findings:

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

Due to the required street extensions, required driveway location and shape of the lot, Buildings 8, 9, and a 4-unit townhome building cannot be moved in front of the parking along A Drive.



- (B) The apartment development will provide landscaped areas throughout the site along with pedestrian paths/sidewalks through, along with visual appealing buildings. There will be landscaping adjacent Buildings 8, 9, the townhomes, and the parking areas, to enhance the pedestrian experience. All of which will create a pedestrian friendly development. The parking location will have no effect on the proposed use or surrounding uses.
- (C) There are more than one adjustment being requested for this proposal. The adjustments do not have any effect on the project.



1155 13th Street SE
Salem, Oregon 97302
(503) 363-9227

McKenzie Heights II – Narrative Adjustment for Reduced Setbacks– Exhibit 75REV01

McKenzie Heights 2

South Boundary

Adjustment for Reduced Setbacks

SRC 702.020(e)(2) provides that where a development site abuts property zoned RA, building shall be set back for the abutting RA zoned property as set forth in Table 702.5 to provide appropriate transitions between new buildings and structures on site and existing buildings and structures on abutting sites. Buildings two or more stories in height require a minimum 1-foot setback for each 1 foot of building height, but in no case less than 20 feet.

Along the south boundary the project has some townhouse units proposed that are presently proposed to be 20 feet from the south boundary.

The proposed townhomes are by building code defined as two story with a basement building.

The projected height of the proposed buildings in relation to the rear (south) property line is less than 20 feet.

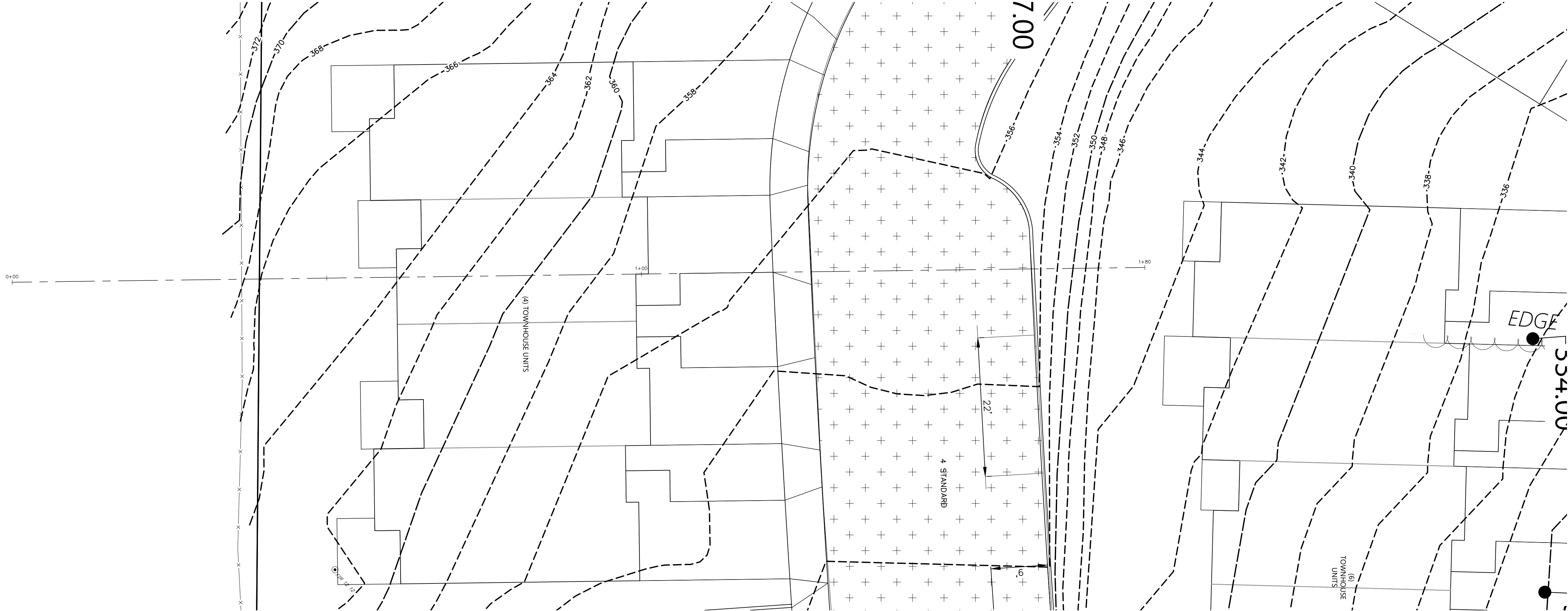
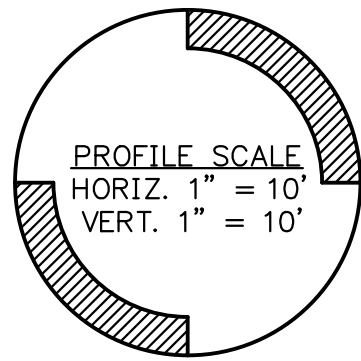
The property to the south slopes up away from the project site. Rising in elevation above the proposed finish floor of the townhomes 6 and 10 feet. (A section drawing is attached to illustrate this information).

The goal of the setbacks set out in Table 702.5 are as stated to provide an appropriate transition between new buildings and structures on site and existing buildings and structures on abutting sites. At present, the property to the south of the project site is vacant in this area, not structures or residences exist on the “abutting sites”.

Given the lack of structures on the abutting property and the rising gradient to the south, the transition will be achieved by natural features. The proposed townhomes are in a practical since very much like conventual structures, not the same as stacked apartment buildings. The main living area of the until is on the lower floor and the upper floor is the bedroom/sleeping area of the structure. This fact also supports the justification for the reduced setbacks.

The use of the larger setbacks creates issues with the proposed layout that would force the reduction in the open space on the site and possible impact the open atmosphere that is trying to be achieved in offering an alternative housing style for the project site.

Based on the above we believe that an adjustment to the minimum set back from those set out in Table 702.5 for the few townhouse units along the south boundary is justified.



MULTI/TECH ENGINEERING EXEMPT FROM
LIABILITY IF NOT STAMPED APPROVED
NOT FOR
CONSTRUCTION
UNLESS STAMPED
APPROVED HERE

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

70712-SITE	9906-0113-PROP
Design:	M.D.G.
Drawn:	T.M.S.
ProjMgr:	M.D.G.
Date:	AUG. 2020
Scale:	AS SHOWN
As-Built:	----

MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

Planning Review Checklist responses for:

21-121613-ZO

21-121614-RP

21-121616-ZO

21-121618-ZO

22-103391-DR

3400 Block of Boone Rd SE

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

Adjustment to use interior building corridors as common pathways

Submitted:

March 7, 2022

Prepared by:

MWSH Boone Road Property LLC

The applicant is requesting an adjustment to Sec. 702.020(d)(4) parking and site design: to permit interior building corridors as common pathways

“(4) To ensure safe pedestrian access to and throughout a development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks.”

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

(A) The purpose underlying the specific development standard proposed for adjustment is:

- (i) Clearly inapplicable to the proposed development; or
- (ii) Equally or better met by the proposed development.

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

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

Applicant Findings:

(A) “The purpose of this requirement is to ensure safe pedestrian access to and throughout a development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks.”

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

One of the requirements in SRC 702.020(d)(4) is “To ensure safe pedestrian access to and throughout the development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks”. The proposal still meets the requirement of SRC 702.020(d)(4) by providing a sidewalk connection from within the project to the public sidewalk along “A” Street.

Due to the slope issues on the site, encircling some buildings with pedestrian sidewalks is not possible. Making it very difficult to provide pedestrian connections from and around both sides of each building.

To accommodate the safe pedestrian standard the design of Buildings 5 and 6 the applicant requests a adjustment to utilize the internal building corridors as common pathways, connecting the front and back of each building. Therefore, meeting the requirements and intent of the code.

Proposed pedestrian sidewalk connections are illustrated on the tentative site plan. The proposed development provides safe and convenient bicycle and pedestrian access from within the development to adjacent residential areas. Therefore, due to the slope conditions on the site the design of Buildings 5 and 6, providing interior corridor common pedestrian pathways through each of these building is equally or better met by the proposal.

(B) This multi-family residential development will provide landscaped areas throughout the site along with interior building corridors, pedestrian paths, and sidewalks throughout. All of which will create a pedestrian friendly development and will have no negative effect on the proposed use or surrounding uses.

(C) This adjustment does not have any effect on the project.

The applicant submits that based on the above information an adjustment to pedestrian access design as set out in SRC702.02(d)(4) is justified.

Class 2-Driveway Approach Permit
November 19, 2021



SRC 804.025 (d) Criteria. A Class 2 Driveway Approach Permit shall be granted if:

(1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;

Applicant Response: The subject property is 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 (19.06 including right of way) acres.

SITE AREAS

BOUNDARY	_____	1,412,323 S.F.
TOTAL SITE	_____	830,133 S.F.
R.O.W. DEDICATION	_____	42,469 S.F.
NET DEVELOPABLE	_____	787,664 S.F.

East Side:

409,572 square feet (9.40 acres)

150-units proposed

West Side:

378,092 square feet (8.68 acres)

60-units and 62 townhomes proposed

The applicant is proposing a development consisting of 210-apartment units and 62 townhouse units as shown on the site plans.

This is Phase 2 of the McKenzie Heights Apartments; Phase 1 is located to the north. The proposed Phase 2 development will have access onto A Drive that runs north/south through the property. A Drive is designated as a 'local' street on the Salem Transportation System Plan. All seven (7) driveways will meet Public Works design standards. As shown on the site plan the driveways are required for access to the site and are in compliance with design standards.

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

Applicant Response: Phase 2 will have access through Phase 1 to the north. The location of the driveways was taken into consideration prior to laying the site out. Access onto Boone Road to the north is not allowed, so all access for Phase 1 and 2 will be taken to and from 32nd Avenue and "A" Drive. The location of the proposed driveways take into consideration the location of internal streets adjacent to the site and access onto the local streets. Therefore, all factors were taken into consideration and there are no conditions on the site that prevent the driveway approach.

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

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

(4) The proposed driveway approach, where possible:

(A) Is shared with an adjacent property; or

(B) Takes access from the lowest classification of street abutting the property;

Applicant Response to (4)(B): The subject property is located on Boone Road to the north. A Drive is proposed to run through the development. Phase 2 will have access through Phase 1. Access to Boone Road is not allowed for this development. All access will be onto 32nd Avenue and "A" Drive. There are seven driveways proposed onto A Drive. There are no adjacent driveways to share access with and A Drive is a 'local' street. Therefore, there is no lower classified streets abutting the property. Therefore, this criterion has been met.

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

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

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

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

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

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

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

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

MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

3400 Block of Boone Rd SE

22 106445 00 NR

Sec. 808.045. Tree variances

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

21-121613-ZO

21-121614-RP

21-121616-ZO

21-121618-ZO

22-103391-DR

Revised:

April 14, 2022

Prepared by:

MWSH Boone Road Property LLC

Tree Variance Sec. 808.045

In response to the updated planning review checklist dated, February 25, 2022, the applicant is requesting a Tree variance under Sec. 808.045.

As a part of this development, it has been determined that a Variance allowing to remove trees is needed to complete the land use approval process.

Proposal:

The subject property is about 18.08 acres in size and zoned IC (Industrial Commercial) The applicant is proposing develop this site into 212 multi-family apartment units and 62 Townhomes including roadways, parking and water quality facilities (see attached plan).

The subject property is phase II of a parcel 32.35 acres in size, located on Boone Road (083W13A/Tax Lot 300). The site, Phase II is the southwest corner of tax lot 300, is 18.08 acres in size.

There are 578 (five hundred and seventy-eight) trees located throughout the proposed subdivision, as shown on the tree plan. Trees designated for removal are within the right-of-way, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction. See Sheet Site Plan

There are 27 (twenty-seven) Oregon White Oaks that are significant. Seven (7) of the Oregon White Oaks trees are proposed for preservation.

	<u>REMAIN</u>	<u>REMOVE</u>	<u>TOTAL</u>
WHITE OAK 24">	6	21	27
OTHER TREES	129	422	551
TOTAL TREES	135	443	578

A total of 135 (one-hundred and thirty-seven) trees are designated for preservation. Therefore, 23% of the trees on site will be preserved.

A tree variance to allow the removal of significant Oregon White Oaks is being requested.

Criteria

Tree Variance 808.045(d)(1):

- A. *There are special conditions that apply to the property which create unreasonable hardships or practical difficulties which can be most effectively relieved by a variance;***

Findings: The subject property is about 18.08 acres in size and zoned IC (Industrial Commercial) The applicant is proposing develop this site into 212 multi-family apartment units and 62 Townhomes including roadways, parking, and water quality facilities (see attached plan).

The subject property is phase II of a parcel 32.42 acres in size, located on Boone Road (083W13A/Tax Lot 300). The site, Phase II is the southwest corner of tax lot 300, is 18.08 acres in size.

There are 27 (twenty-seven) Oregon White Oaks that are significant. Six (6) of the Oregon White Oaks trees are proposed for preservation. Trees designated for removal are within the right-of-way, accessways, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction.

The site has been designed to accommodate a safe and efficient circulation system, adequate parking, open space meeting the standards all while taking into consideration topography, stormwater detention, and street connections.

In order to develop this site as allowed in the IC zone, the removal of trees could not be avoided and therefore, created a hardship by impacting how the site plan could be laid out. Therefore, the trees on the site that will be removed are located within the proposed building envelopes, accessways, and right-of-way.

Each significant tree designated for removal is identified on the Revised Grading plan 66REV03 and Revised Open Space and Tree Preservation Plan 61REV03 as follows:

Tree #1: a 24" White Oak – Is located near the southerly boundary of the site, in an area that requires substantial grading with the potential of damaging the tree during grading and construction. Prohibiting the preservation of this tree.

Tree #2: a 48" White Oak – Is located within the pedestrian accessway that services building #6, between building #6 and the parking lot. Its location prohibits preservation of this tree.

Tree #3: a 66" White Oak – Is located within the parking lot that services building #7 of this site. Its location prohibits preservation of this tree.

Tree #4: a 40" White Oak – Is located near the northerly boundary of the site. this trees close proximity to the building envelope of building #1 and the "A" Street right of way just north of

this tree. Substantial grading and construction with the potential of damaging the tree prohibits preservation for this tree.

Tree #5: a 54" White Oak – Is located within the boundaries of the "A" Street, right-of-way that runs along the northerly boundary of the site. this tree's location in the right-of-way prohibits preservation.

Tree #6: a 24" White Oak – Is located near the southerly boundary of the site, at the easterly edge of the terminus of the "A" Street right-of-way, in an area that requires substantial grading with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #7: a 24" White Oak – Is located within the boundaries of the "A" Street, right-a-way. The location of this tree within the right-of-way prohibits preservation.

Tree #8: a 36" White Oak – Is located within the boundaries of the "A" Street, right-a-way. The location of this tree within the right-of-way prohibits preservation.

Tree #9: a 25" White Oak – Is located near the southerly boundary of the site, at the westerly edge of the terminus of the "A" Street right-of-way in an area that requires substantial grading, with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #10: a 35" White Oak – Is located near the southerly boundary of the site. This area requires substantial grading as being in close proximity to a 6-unit townhouse building envelope. with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #11: a 30" White Oak – Is located near the southerly boundary of the site, near the building envelopes for two multi-unit townhouse buildings. This portion of the site requires substantial grading and removal of soil. with the potential of damaging the tree during grading and construction. These factors prohibit preservation of this tree.

Tree #12: a 36" White Oak – Is located within the building envelope of a four-unit townhome building. Not allowing for preservation of this tree.

Tree #13: a 36" White Oak – Is located within the building envelope of a four-unit townhome building. Not allowing for preservation of this tree.

Tree #14: a 42" White Oak – Is located within the boundaries of the "A" Street, right-a-way. This trees location within the right-of-way prohibits preservation.

Tree #15: a 29" White Oak – Is located between the most southerly townhome parking area and a four-unit townhome building. The proximity of this tree to the building envelope, parking lot

and accessways has the potential of damaging the tree during grading and construction. Therefor preservation of this tree is not possible.

Tree #16: a 44" White Oak – Is located near the southeasterly corner of the townhome development. The topography in this area requires extensive grading with the potential of damaging the tree during grading and construction. Therefore, the preservation of this tree is not possible.

Tree #17: a 36" White Oak – Is located near the centerline of the drive isle and parking area that services the townhome sites. Its location prohibits preservation of this tree.

Tree #18: a 28" White Oak – Is located within the building envelope of a six-unit townhome building. The location of this tree within the building's foundation prohibits preservation of this tree.

Tree #19: a 42" White Oak – Is located at the northwest corner of a five-unit townhome building and abutting the foundation of this building, damaging the tree during grading and construction. This location prohibits preservation of this tree.

Tree #20: a 36" White Oak – It is located at the southwest corner of a five-unit townhome building. Its location prohibits the construction of driveway and sidewalk improvements necessary for the townhouse construction. Therefore, this location prohibits preservation of this tree.

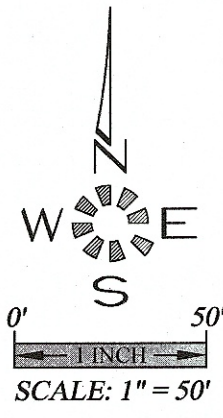
Tree #21: a 28" White Oak – Is located in a narrow sloping area between a six-unit townhome building to the west and "A" street to the east. The close proximity to the building foundation and the public roadway improvements that will damage the tree during grading and construction. Prohibiting preservation of this tree.

B. The proposed variance is the minimum necessary to allow the otherwise lawful proposed development or activity.

Findings: The proposed variance is the minimum necessary to allow the lawful development of the site. The removal of significant trees will only impact the trees are within the right-of-way, accessways, the building envelop or within an area close to the building envelope but have the potential of being damaged during grading and construction.

The applicant has provided, detailed drawings, information, and findings to support the approval of this easement. Based on this information we believe the tree variance is justified.

McKenzie Hts. II Apartments / TH - Revised Open Space and Tree Preservation Plan 61REV03



EXISTING CONDITIONS/
TREE PRESERVATION
PLAN

McKENZIE HEIGHTS PHASE 2

EXISTING TREES WITHIN BOUNDARY

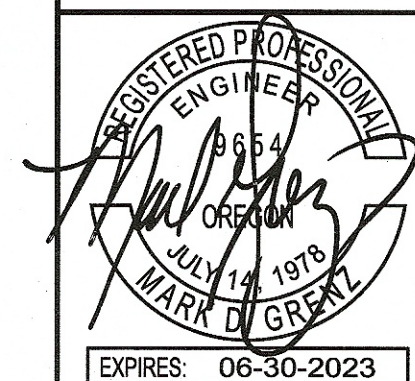
- = EXISTING TREE TO REMAIN
- ✕ = EXISTING TREE TO BE REMOVED

TREE 00
|
TRUNK DIA. (INCHES)

	REMAIN	REMOVE	TOTAL
WHITE OAK 24" >	6	21	27
OTHER TREES	129	422	551
TOTAL TREES	135	443	578

NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE WITHOUT THE WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.
DIMENSIONS & NOTES TAKE
PRECEDENCE OVER
GRAPHICAL REPRESENTATION.

Design: M.D.G.
Drawn: T.N.S.
Checked: M.D.G.
Date: AUG. 2020
Scale: AS SHOWN



JOB # 7071

SDR2

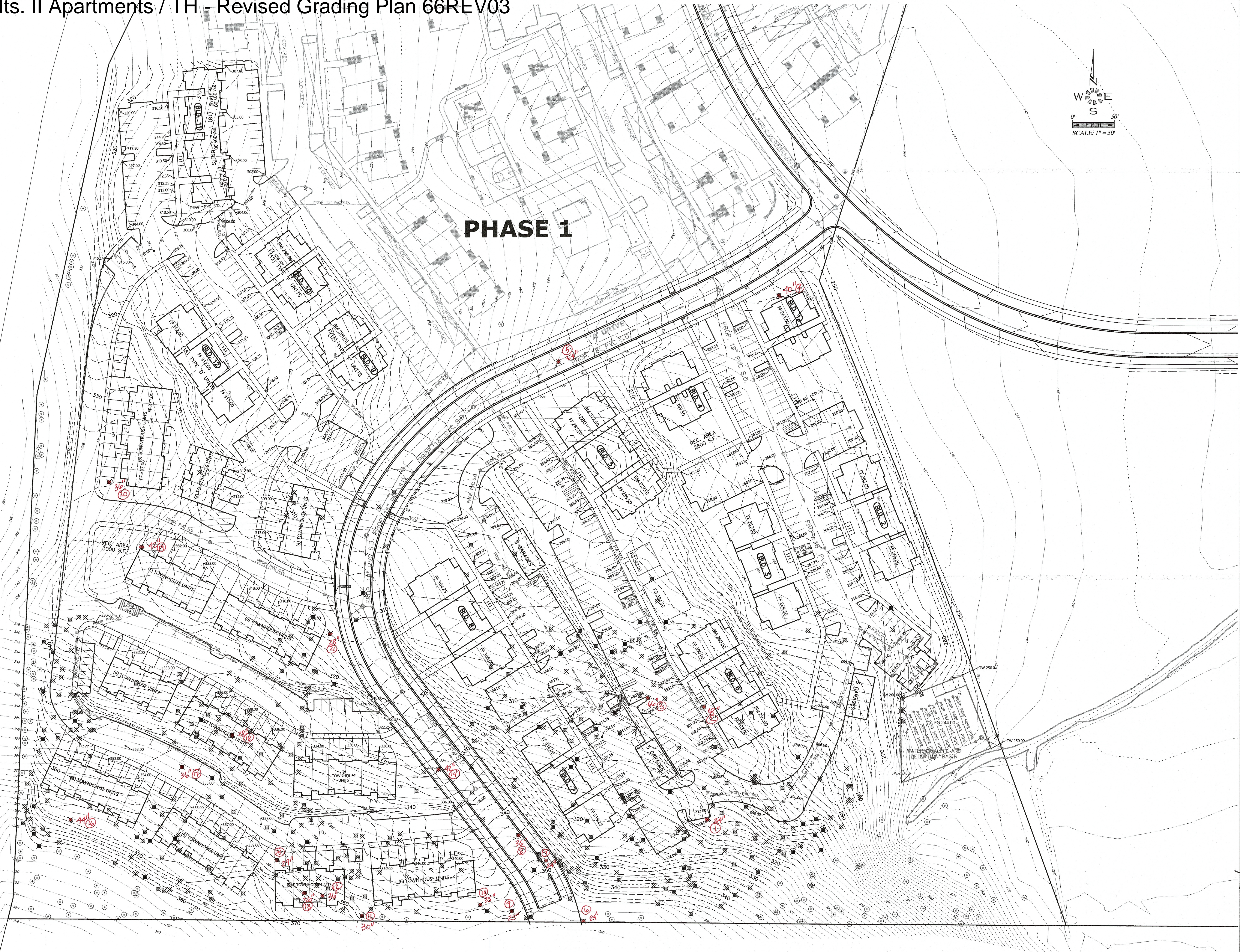
NO CHANGES, MODIFICATIONS
OR REPRODUCTIONS TO BE
MADE TO THESE DRAWINGS
WITHOUT WRITTEN
AUTHORIZATION FROM THE
DESIGN ENGINEER.

DIMENSIONS & NOTES TAKE
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Design:	M.D.G.
Drawn:	C.D.S.
Checked:	E.A.H.
Date:	AUG. 2020
Scale:	AS SHOWN

REGISTERED PROFESSIONAL
ENGINEER
MARK D. GARRATT
JULY 14, 1976
EXPIRES: 06-30-2023

JOB # 7071



MWSH BOONE ROAD PROPERTY LLC

Salem, Oregon

A Land Use Application for:

Sec. 225.005. - Design review
Type III Process

Applicant:

MWSH Boone Road Property LLC

Project:

McKenzie Heights II Apartments / Town Homes

Submitted:

November 19, 2021

Prepared by:

MWSH Boone Road Property LLC

Applicant & Property Owner

MWSH Boone Road Property LLC

3425 Boone Road SE

Salem, OR 97317

Contact: Mark D. Lowen

503-480-3151 - o

503-586-4104 – c

MLowen@liveBSL.com

Contact: John Eld

503-373-3161 - o

jeld@liveBSL.com

Civil Engineering

Multi/Tech Engineering Services, Inc.

1155 SE 13th Street

Salem, Oregon 97302

Contact: Brandie Dalton

503-363-9227

bdalton@mtengineering.net

Tax Lot Information:

Tax Map: 083W13A0-00300 02300

Lot Area:

32.42 acres

Current Zoning District:

IC (Industrial Commercial)

**Current Comprehensive Plan
Designation**

IC (Industrial Commercial)

Attachements :

(50) Land Use Application – Class III / Design Review – SRC 225.005

(54) Application Narrative

(51) Ownership Verification :

Vesting Deed – MWSH Boone Road Property LLC

LLC Operating Agreement – MWSH Boone Road Property LLC

(60) Site Plan

(61) Existing Conditions / Tree Plan

(62) Preliminary Utility Plans

(63) Landscape Plan

(64) Building Elevations

(66) Preliminary Grading

(67) Preliminary Stormwater Plan

(68) Open Space Plan

(71) TIA (Traffic Impact Analysis)

(73) Stormwater Report

(74) Geotechnical Report

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

On November 30, 2020, a Design Review Pre-Application Conference (PRE-AP-20-104) was held with the applicant and City staff to discuss the development of the subject property.

Current Land-Use Approvals:

*Comprehensive Plan Map Amendment/Zone Change (CPC/ZC) Case No. 17-02 was approved on April 26, 2017.

*Urban Growth Area (UGA) Preliminary Declaration Case No. 19-01 was approved on May 14, 2019.

*Partition (PAR) Case No. 19-12 was approved on January 24, 2020.

The subject property is phase II of a parcel 32.42 acres in size, zoned IC, and located on Boone Road (083W13A/Tax Lot 300). The applicant is only developing the southwest corner of the site that is 18.08 acres 19.06 w/ r.o.w.) in size. The subject property is a portion of Parcel 1 of approved Partition Case No. 19-12.

Existing street, "A" Drive runs north/south through the development, creating two sites.

East Side:

409,572 square feet (9.4 acres)

150-units proposed

West Side:

378,092 square feet (8.68 acres)

60-units proposed

62- town home units

The applicant is proposing a development consisting of 210-apartment units and 62 town home units as shown on the site plans.

The applicant is requesting to meet all Design Review Standards, with an adjustments to SRC 702.020(d)(Parking Orientation), SRC 702.020(e)(Building Length) under SRC 702.020(e)(Façade and Building Design Standards). SRC 702.020(e) (Frontage Adjustment) SRC 803.030 Street Spacing-Block Length).

Industrial Commercial (IC)-SRC Chapter 551

Sec. 551.010. - Development standards.

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

(a) *Lot standards.* Lots within the IC zone shall conform to the standards set forth in Table 551-2.

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.	

Applicants Findings: All lot dimensions and frontage meet the Lot Area standards (see Site Plan Exhibit 60)

(b) *Setbacks.* Setbacks within the IC zone shall be provided as set forth in Tables 551-3 and 551-4.

Requirement		
Standard		
Abutting Street		
Buildings		
All uses	Min. 5 ft.	
Accessory Structures		
Accessory to single family, two family, three family, four family, and multiple family	None	
Applicable to accessory structures not more than 4 ft. in height.		
Min. 5 ft.	Applicable to accessory structures greater than 4 ft. in height.	
Accessory to all other uses	Min. 5 ft.	Not applicable to transit stop shelters.
Buildings		
Multiple family	Min. 15 ft.	
Accessory Structures		
Accessory to multiple family	Min. 15 ft.	
Interior Side		
Buildings		
Multiple family	Min. 15 ft.	
Accessory Structures		
Accessory to multiple family	Min. 15 ft.	
Vehicle Use Areas		
Multiple family	Min. 15 ft.	

Interior Rear

Buildings

Multiple family **Min. 15 ft.**

Accessory Structures

Accessory to multiple family **Min. 15 ft.**

Vehicle Use Areas

Multiple family **Min. 15 ft.**

Applicant Findings: All minimum setbacks to property lines, between buildings and distances to the entrances are met as shown on the tentative plan (see exhibit 60). Therefore, all setback requirements have been met. Setbacks are shown on the tentative plan.

West: Adjacent right-of-way (I-5); 10-foot (parking & building) setback

East: 10-foot (parking - building) setback (IC zoned/vacant land)

South: Adjacent RA zoned site; 10-foot building setback

“A” Drive: Ease and West sides of the ROW: 20-foot (building & parking) setback.

(c) *Lot coverage; height.* Buildings and accessory structures within the IC zone shall conform to the lot coverage and height standards set forth in Table 551-5.

Lot Coverage: Buildings and Accessory Structures

All uses **No Max.**

Applicant Findings: Does not impact

Height: Buildings

All uses Max. **70 ft.**

Apartment Buildings:

Building 1 39' 8" in height (measured to the highest point)

Building 2 is 37' 5" in height (measured to the highest point)

Building 3 is 37' 5" in height (measured to the highest point)

Building 4 is 39' 8" in height (measured to the highest point)

Building 5 is 40' 6" in height (measured to the highest point)

Building 6 is 40' 6" in height (measured to the highest point)

Building 7 is 37' 5" in height (measured to the highest point)

Building 8 is 40' 6" in height (measured to the highest point)

Building 9 is 39' 4" in height (measured to the highest point)

Building 10 is 39' 4" in height (measured to the highest point)

Building 11 is 49' 2" in height (measured to the highest point)

Building 12 is 37' 5" in height (measured to the highest point)

Town Home Buildings

Three Unit Cluster is 36' 5" in height (measured to the highest point)

Four Unit Cluster is 36' 8" – 36' 9" in height (measured to the highest point)

Six Unit Cluster is 37' 0" – 37' 1" in height (measured to the highest point)

Applicant Findings: Maximum building height allowed in the IC zone is 70'. All proposed buildings are in compliance with the requirements of the Code.

(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 vehicular use areas, may count towards meeting this requirement.

Applicants Findings: the applicants landscape plan addresses and meets standards for setbacks, vehicle use and minimum of landscaped areas (see landscape plan Exh. 63) Therefore, this criteria is met.

Sec. 806.015. - Amount off-street parking.

Multiple family (2): 1 per studio unit or dwelling unit with 1 bedroom

Applicable to all other multiple family consisting of 13 or more dwelling units.

1.5 per dwelling unit with 2 or more bedrooms

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

Applicant Findings: The development is for a 210-unit apartment and 62 townhome units. Code required 1 vehicle parking space for all one-bedroom units, 1.5 vehicle parking spaces for all two and three-units, and 2 vehicle parking spaces for each townhome.

The applicant is required to provide a minimum of 300 on-site vehicle parking spaces for the apartments and a minimum of 124 on-site vehicle parking spaces for the townhome units.

As shown on the site plan, 485 on-site parking spaces are being provided. Plus, each townhome unit as a garage which equals 1 vehicle parking space. Building 11 has parking underneath as well, which is 8 garages. Therefore, there is a total of 547 on-side parking spaces that will be shared between the east and west sides of the development with Phase 2.

East Side: (207 required)

- 162 Standard Parking Stalls
- 120 Compact Parking Stalls
- 7 Handicap Parking Stalls
- 15 Garages
- 304 Total Parking Stalls

West Side: (214 required)

- 102 Standard Stalls
- 70 Compact Stalls
- 1 Handicap Parking Stalls
- 8 Garages under Building 13
- 62 Garages under the townhomes
- 243 Total Parking Stalls

Adequate parking has been provided throughout the development with about 2.60 parking spaces per dwelling unit.

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

Bicycle parking is also required on site. The Code requires 0.1 bicycle parking space per dwelling unit. Bike racks will be provided on the residents. A total of 28 bicycle parking spaces are required. 28 have been provided on-site.

East side: (15 required) - 42 Bicycle Spaces (7 racks)

West side: (13 required) - 12 Bicycle Spaces (2 racks)

Recycling (Exhibit 60 / Site Plan) There are two trash/recycle area provided within the development. One is located on the east in phase II, and one is located on the west side of the development, in phase I. The trash receptacles are accessible for all residents via the paved internal sidewalk system in the development. The trash/recycle areas will be screened and enclosed with a sight-obscuring fence or wall. Detail plans for the trash receptacles have been provided (see Building elevations exhibit 64)

Stormwater: As stated on the Grading and Drainage Plan, the proposal is treating at least 80% hard surface with Green Water Infrastructure. A Preliminary Drainage Report dated November 9, 2021, has been submitted as part of this proposal. The detention basin for the site is located within the eastern portion of the development. Therefore, meeting the requirements of the Public Works Department.

Landscaping: The IC zone requires that 15% of the site be landscaped. The net developable area is 787,664 square feet in size with 345,589 square feet of landscaping throughout. Therefore, the development provides 43.9% landscaping throughout the site.

Trees: There are 408 trees currently identified on the site. The site design has considered the locations of the existing trees to preserve as many trees as possible as well as enhancing the site. Applicant proposes to retain 172 trees and remove 236 trees. (see Existing Conditions / Tree Plan Exh. 61)

Traffic: A Traffic Impact Analysis (TIA) dated November 18, 2021, has been provided as part of this submission.

Multiple Family Design Review Standards- Chapter 702

702.020(a):

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

Per the code the proposed development shall provide a minimum 30% open space.

Applicants finding: The minimum open space area required for this development is 239,299 square feet of the net developable area. The portion of the subject property being developed is zoned IC and is 787,664 (18.08 acres) square feet in size with 318,886 square feet of open space, including landscaped areas, a tot lot, and a sports court. Therefore, totaling 40.5% open space.

The proposed street “A” Drive runs north/south through the site. Therefore, there are two sides of the development. Both sides will share open space amenities as shown on the site plan.

East Side (150-units): 122,972 square feet of open space required

Exhibit 54

McKenzie Heights II Apartments / Town Homes – Design Review

Site Area- 409,572 square feet (9.4 acres)

Open Space-177,394 square feet. (43%)

West Side (60-units & 62 town homes): 113,428 square feet of open space required

Site Area- 378,092 square feet (8.68 acres)

Open Space-141,492 square feet. (37.4%)

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

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

The applicant is proposing a development consisting of 210-apartment units and 62 town home units as shown on the site plans. The apartments and town homes will be developed with the IC zoned portion of the site that consists of 18.08 acres.

Per Table 702-3, the minimum open space area required for this development is 5775 square feet of the site. The portion of the subject property being developed is zoned IC and is 787,664 (18.08 acres) square feet in size with 318,886 square feet of common open space, including landscaped areas, a tot lot, a sports court, a recreation building and pool. Therefore, totaling 40.5% open space.

East Side (150-units): 2875 square feet of open space required

Site Area-409,572 square feet (9.4 acres)

Open Space- 177,394 square feet. (43%)

Open Space w/in Perimeter Setbacks-34,337 (8%)

Landscaped Areas-203.138 square feet (50%)

Landscape w/in Parking 13,810 square feet (3%)

This open space requirement for the east side of this development is accommodated within the “Tot Lot and Sport Court” area.

West Side (90-units and 62 town homes): 2900 square feet of open space required

Site Area- 378,092 square feet (8.68 acres)

Open Space-141,492 (43%)

Open Space w/in Perimeter Setbacks-26,975 square feet (7%)

Landscaped Areas-142,461 square feet (38%)

Landscape w/in Parking-2101 square feet (0.5%)

This open space requirement for this portion of this development is accommodated within the open area at the southwest corner of the west side of the site.

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

702.020(a)(1)(C) and (D): Private Open Space: Most units will have private open space as required by code. Ground floor units will have patio areas that are 96 square feet in size, with no dimension less than 6 feet. All second and third story units will have balconies/decks that are a minimum 48 square feet in size, with no dimension less than 6 feet. All private open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This private open space includes the patios and balconies/decks. Therefore, this standard has been met.

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

As shown on the site plan, there is usable open space area located within the development. (See Open Space Plan Exhibit 67).

702.020(a)(1)(F):

To encourage proximity to and use of public parks, the total amount of required open space may be reduced by 50 percent for developments that are located within one-quarter mile of a public urban, community, or neighborhood park as measured along a route utilizing public or private streets that are existing or will be constructed with the development.

Applicant findings: Due to the location of the development, there are no parks located within ½ a mile of the subject property. However, the proposed development will have adequate open space areas on-site.

702.020(b)(1) and 702.020(b)(2) Landscaping Standards:

(1) To encourage the preservation of trees and maintain or increase tree canopy, a minimum of one tree shall be planted or preserved for every 2,000 square feet of gross site area.

(2) Where a development site abuts property that is zoned Residential Agricultural (RA) or Single Family Residential (RS), a combination of landscaping and screening shall be provided

to buffer between the multiple family development and the abutting RA or RS zoned property. The landscaping and screening shall include the following:

(A) A minimum of one tree, not less than 1.5 inches in caliper, for every 30 linear feet of abutting property width; and

(B) A minimum six-foot tall, decorative, sight-obscuring fence or wall. The fence or wall shall be constructed of materials commonly used in the construction of fences and walls, such as wood, stone, rock, brick, or other durable materials. Chain-link fencing with slats shall be not allowed to satisfy this standard.

Applicants Response: The subject property abuts RA zoned property on the southerly boundary. This site is currently identified for rezoning to IC (Industrial Commercial) under the "Our Salem" zoning project. Landscape meeting the standards for 702.020(b)(2) is included the landscape design (see exhibit 63) Additionally landscaping is being provided adjacent all property lines and within the interior of the development. Landscaping has been provided throughout the site as identified on the landscape plans. A minimum of 1 tree will be planted for every 2,000 square feet of the site. Trees and vegetation have been provided throughout the development as shown on the landscape plans. There is 435,620 square feet of landscaped area throughout the site. Fencing will be added in areas as need to provide adequate screening and buffers. Therefore, 52% of the site is landscaped. Landscape plans have been provided and demonstrate how the landscape standards have been met. See attached landscape plans (Exh 63). In anticipation of the pending Our Salem rezoning action, the applicant requests that the RA setback, buffer, screening, and design standards be conditioned based upon the time of building permits. In other words, if the adjacent property is rezoned to IC prior to the applicant submitting for building permits, the RA standards shall not apply.

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

Trees:

There are 408 trees located within Phase II (southerly portion of the property) of the development. on the subject property. There are 236 trees are designated for removal and there are 172 trees designated to remain.

702.020(b)(3), (4), (5):

(3) To define and accentuate primary entryways, a minimum of two plant units, shall be provided adjacent to the primary entryway of each dwelling unit, or combination of dwelling units.

(4) To soften the visual impact of buildings and create residential character, new trees shall be planted, or existing trees shall be preserved, at a minimum density of ten plant units per 60 linear feet of exterior building wall. Such trees shall be located not more than 25 feet from the edge of the building footprint.

(5) Shrubs shall be distributed around the perimeter of buildings at a minimum density of one plant unit per 15 linear feet of exterior building wall.

Applicants Findings: Landscaping has been provided around the proposed buildings as shown on the plans meeting the landscape design requirements. (See exhibit 63)

702.020(b)(6):

(6) To ensure the privacy of dwelling units, ground level private open space shall be physically and visually separated from common open space with perimeter landscaping or perimeter fencing.

Applicants Findings: All private ground level open space areas are located contiguous to the dwelling unit and will be screened with 5-foot-high landscaping. This will help to ensure privacy for the patio areas designated as private open space for residents. (See exhibit 63)

702.020(b)(7) and (8):

(7) To provide protection from winter wind and summer sun and to ensure trees are distributed throughout a site and along parking areas, a minimum of one canopy tree shall be planted along every 50 feet of the perimeter of parking areas. Trunks of the trees shall be located within ten feet of the edge of the parking area (see Figure 702-3).

(A) A minimum of one canopy tree shall be planted within each planter bay.

(B) A landscaped planter bay a minimum of nine feet in width shall be provided at a minimum spacing of one for every 12 spaces.

Applicant Findings: All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 15,911 square feet of landscaping within the parking areas. This does not include the landscaped areas surrounding the parking areas.

(8) Multiple family developments with 13 or more units are exempt from the landscaping requirements in SRC chapter 806.

Applicants Findings: The proposal is for 210-units; therefore, the development is exempt from the requirements of SRC 806.035(d)(2).

702.020(c)(1) and (2) Site Safety and Security Standards:

(c) *Site safety and security.*

(1) Windows shall be provided in all habitable rooms, other than bathrooms, on each wall that faces common open space, parking areas, and pedestrian paths to encourage visual surveillance of such areas and minimize the appearance of building bulk.

(2) Lighting shall be provided that illuminates all exterior dwelling unit entrances, parking areas, and pedestrian paths within the development to enhance visibility and resident safety.

Applicants Findings: All buildings have windows provided in habitable rooms and windows that face the parking lots and open space areas. This helps provide an eye on the development. Lighting on the buildings and along the sidewalks will be provided as well.

702.020(c)(3) and (4):

(3) Fences, walls, and plant materials shall not be installed between street-facing dwelling units and public or private streets in locations that obstruct the visibility of dwelling unit entrances from the street. For purposes of this standard, the term "obstructed visibility" means the entry is not in view from the street along one-half or more of the dwelling unit's frontage.

(4) Landscaping and fencing adjacent to common open space, parking areas, and dwelling unit entryways shall be limited to a maximum height of three feet to encourage visual surveillance of such areas.

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

702.020(d)(1), (2), and (4)

(d) *Parking and site design.*

(1) To minimize large expanses of continuous pavement, parking areas greater than 6,700 square feet in area shall be physically and visually separated with landscaped planter bays that are a minimum of nine feet in width. Individual parking areas may be connected by an aisle or driveway (see Figure 702-3).

(2) To minimize the visual impact of on-site parking and to enhance the pedestrian experience, off-street surface parking areas and vehicle maneuvering areas shall be located behind or beside buildings and structures. Off-street surface parking areas and vehicle maneuvering areas shall not be located between a building or structure and a street.

(4) To ensure safe pedestrian access to and throughout a development site, pedestrian pathways shall be provided that connect to and between buildings, common open space, and parking areas, and that connect the development to the public sidewalks.

Applicants Findings: Parking and Site Design Standards: The subject property has street frontage on A Drive. Internal accessways are proposed within the development.

As shown on the site plan (exhibit 60) some of the parking areas are greater than 6,700 square feet in area. In order to minimize large expanses of continuous pavement, 9-foot wide planter islands have been provided a maximum of every 12 parking spaces. Therefore, meeting the code.

All parking areas are within the requirements of the code and are separated by planter bays that are a minimum of 9 feet in width. The layout of the parking areas has been taken into consideration and provides for safe and efficient circulation throughout the development. In order to take into consideration circulation, pedestrian access, landscaping, and the requirements of the code, the parking areas have been carefully designed. All parking areas are landscaped as required and separated by landscaped bays that meet the minimum width as shown on the site plan. The parking areas and landscaped areas provide for visually appealing apartment grounds. There is 15,911 square feet of landscaping within the parking areas.

East Side:

Parking Area Landscaping-13,810 square feet (3%)

West Side:

Parking Area Landscaping-2101 square feet (0.5%)

This does not include the landscaped areas surrounding the parking areas.

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

Therefore, meeting this standard.

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

(e) Façade and building design.

(1) To preclude long monotonous exterior walls, buildings shall have no dimension greater than 150 feet.

Proposed Building 11 exceeds the 150-foot building length maximum allowed. Building 11 is 161.9 feet in length, All other buildings within the development will not exceed 150 feet in length. The height and length of the buildings and structures conform to the measuring requirements in code.

Therefore, the applicant has requested an adjustment to this standard. Please refer to the land use application for Class 2 adjustment Building Length that is part of this submission.

The building design does not have long flat walls or roof lines. The buildings will have offsets that break up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated into the design adding some visual element to the buildings. Therefore, breaking up the long building length.

(2) Where a development site abuts property zoned Residential Agricultural (RA) or Single Family Residential (RS), buildings shall be setback from the abutting RA or RS zoned property as set forth in Table 702-5 to provide appropriate transitions between new buildings and structures on site and existing buildings and structures on abutting sites.

(3) To enhance compatibility between new buildings on site and abutting residential sites, balconies located on building facades that face RA or RS zoned properties, unless separated by a street, shall have fully sight-obscuring railings.

Applicants response 702.020(e)(2) and (3) : The site abutting the southerly boundary of this development is currently zoned RA (Residential Agricultural). This site has also been identified as a part of the “Our Salem” Rezoning Project and has been identified to be rezoned to IC (Industrial Commercial). In anticipation of the pending Our Salem rezoning action, the applicant requests that the RA setback, buffer, screening, and design standards be conditioned based upon the time of building permits. In other words, if the adjacent property is rezoned to IC prior to the applicant submitting for building permits, the RA standards shall not apply.

(4) On sites with 75 feet or more of buildable width, a minimum of 40 percent of the buildable width shall be occupied by building placed at the setback line to enhance visual interest and activity along the street. Accessory structures shall not apply towards meeting the required percentage.

Applicants Findings. The subject property has 491 feet of buildable width (this excludes required side setbacks and driveways) The buildings withing this development conform to these design standards with the exception of Buildings 1 and 4, along A Drive. Due to the 10-foot PUE, Buildings 1 and 4 and cannot be located on the 5-foot setback line along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

An adjustment to this standard has for buildings numbered 1 and 4 has been requested as a part of this application submission. A Drive (West Side)

The subject property has 626 feet of buildable width (this excludes required side setbacks and driveways) along A Drive. Due to the 10-foot PUE, Buildings 8 and 10 cannot be located on the 5-foot setback line along A Drive. Code requires a minimum of 40% of the buildable width be occupied by buildings. As shown on the site plan, the buildings total 217 feet of the buildable width along the street frontage. Therefore, occupying 34% of the buildable width of street frontage along A Drive. Due to required parking and the location of the proposed driveways, additional buildings could not be provided along the setback line of A Drive.

The applicant’s proposal also includes additional landscaped within the existing development, which is equally or better because landscaping helps to enhance the pedestrian appeal of a site. See attached landscape plans.

An adjustment to this standard has been requested as a part of this application submission.

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

All buildings within the development have direct pedestrian access onto sidewalks. With the exception of building number 7. The internal pedestrian circulation system consists of hard 6-foot-wide surfaced sidewalks that provide easily identifiable and safe connections between the residential units, parking, recreation areas, manager's apartment, and the trash disposal area. The pedestrian system connects the buildings to the public sidewalk system within Phase 1, Boone Road, 32nd Avenue, and A Drive via the proposed internal sidewalk system. Building 7 does not have direct pedestrian access from the building to A Drive as shown on the site. Due to the topography of the site and the need for a retaining wall, a pedestrian pathway cannot feasibly be provided.

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

An adjustment to this standard has for building number 7 has been requested as a part of this application submission.

All buildings face the interior of the lot. The rear side of Buildings 7 and 8 and the end side of buildings 1, 4, 5 and 9 face "A" Street. that runs through the site. The street side of these buildings (rear or end) will be designed to be visually appealing, by providing similar design as is being provided for the front building facade for all buildings. In order to be consistent with the front facade of the building; windows, offsets, and architectural features will be incorporated in the portions of the building facing the right-of-way

In order to provide safety and convenience for the residents, both buildings 7 and 8 will face the interior the lot. This provides more eyes on the site, which provides greater safety for residents. This also provides convenience since all parking is located within the interior of the site.

An adjustment to this standard has been requested as a part of this application submission.

(6) A porch or architecturally defined entry area shall be provided for each ground level dwelling unit. Shared porches or entry areas shall be provided to not more than four dwelling units. Individual and common entryways shall be articulated with a differentiated roof, awning, stoop, forecourt, arcade, or portico.

Applicants response: Each residence entrance is design to provide convenience, privacy and security, with covered porch access to all units. (see Building Elevation Exh. 64)

All buildings have entrances physically and visually connected to the internal public sidewalk system and the parking lots. All external stairways are recessed into the buildings. Therefore, physically, and visually incorporating them into the building's architecture design. The primary entrances for each individual unit are provided through a covered entry way. All building entries are clearly defined and

easily accessible. The design of the building with the use of roofline offsets and covered entry ways, promote a positive sense of neighborhood.

(7) Roof-mounted mechanical equipment, other than vents or ventilators, shall be screened from ground level view. Screening shall be as high as the top of the mechanical equipment, and shall be integrated with exterior building design.

Applicants Findings: All roof-mounted equipment will be screened and integrated into the building design. Further review of this requirement will take place at the time of building permits.

Therefore, this guideline has been met.

(8) To reinforce the residential character of the neighborhood, flat roofs, and the roof ridges of sloping roofs, shall not exceed a horizontal length of 100 feet without providing differences in elevation of at least four feet in height. In lieu of providing differences in elevation, a cross gable or dormer that is a minimum of four feet in length may be provided. (See Figure 702-4)

Applicants Findings: The building design does not have long flat walls or roof lines. The buildings will have offsets that break up the front of the buildings and the roof lines. Balconies (decks) and dormers are incorporated into the design adding some visual element to the buildings. Therefore, breaking up the long building length.

702.020(e)(9) and (10)

(9) To minimize the appearance of building bulk, each floor of each building's vertical face that is 80 feet in length or longer shall incorporate one or more of the design elements below (see examples in Figure 702-5). Design elements shall vary from other wall surfaces by a minimum of four feet and such changes in plane shall have a minimum width of six feet.

(A) Offsets (recesses and extensions).

(B) Covered deck.

(C) Covered balcony.

(D) Cantilevered balcony provided at least half of its depth is recessed.

(E) Covered entrance.

(10) To visually break up the building's vertical mass, the first floor of each building, except for single-story buildings, shall be distinguished from its upper floors by at least one of the following (see examples in Figure 702-6):

(A) Change in materials.

(B) Change in color.

(C) Molding or other horizontally distinguishing transition piece.

Applicant Findings (See Building Elevations Exh.64): Varied materials, textures, and colors are being used on the buildings. The applicant has provided building elevations to show how this is being complied

Exhibit 54

McKenzie Heights II Apartments / Town Homes – Design Review

with. The materials used on the front, rear, and sides of the apartments are the same; shake siding, trim board, and lap siding. (See building elevations Exhibit 64)

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


The proposed buildings provide offsets, Covered Decks and Recessed Balconies and Covered Entrance:

Conclusion: The applicant is requesting to meet all Design Review Standards, except Compatibility under SRC 702.020(d)(Parking Orientation), SRC 702.020(e)(Building Length) under SRC 702.020(e)(Façade and Building Design Standards). SRC 702.020(e) (Frontage Adjustment) SRC 803.030 Street Spacing-Block Length). Therefore, the applicant has requested an adjustment to these standards.

Conclusion:

The applicant requests approval of a Sec. 225.005, Design review, Type III Review. Providing justification in the form of plans, detailed reports, supporting documents and findings and necessary adjustments and permits, in support of the proposed application As addressed in this narrative and the supporting plans and documents, this proposal does meet all applicable code provisions. As such, the applicant respectfully requests that the Type III Design review be approved as submitted.

TO: Aaron Panko, Planner III
Community Development Department

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

DATE: April 19, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS
CU-SPR-ADJ-DAP-TRV-DR22-02
(21-121613; 21-121614; 21-121616; 21-121618; 21-106445)
3230 BOONE ROAD SE
MULTI-FAMILY DEVELOPMENT**

PROPOSAL

A Conditional Use Permit request to allow a new multi-family residential use, and Class 3 Site Plan Review, Class 2 Driveway Approach Permits, and Class 1 Design Review for development of a new twelve-building apartment complex and twelve townhome buildings containing a total of 272 dwelling units, with Class 2 Adjustment requests, and a Tree Regulation Variance request to remove 21 significant trees (Oregon white oaks with a diameter at breast height of 24 inches or greater) of the 27 total significant trees identified on this portion of the development site. For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

RECOMMENDED CONDITIONS OF APPROVAL

1. Along Boone Road SE from 36th Avenue SE to 32nd Avenue SE, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA submitted for McKenzie Heights Phase 1 (CU-SPR-ADJ-DAP-DR21-02).
2. Construct 32nd Avenue SE from Boone Road SE to 36th Avenue SE in the alignment shown on the applicants preliminary site plan.
3. Construct "A Drive" to Local Street Standards from 32nd Avenue SE to the southern property boundary as shown on the preliminary applicants site plan.

4. Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard SE Street Improvements pursuant to Resolution No. 2015-17.
5. Provide the following traffic mitigation as described in the applicants TIA:
 - a) Construct dual northbound left-turn lanes on 36th Avenue SE at Kuebler Boulevard SE, and two westbound receiving lanes on Kuebler Boulevard SE from 36th Avenue SE to the northbound I-5 ramps.
 - b) Acquire off-site right-of-way as necessary along 36th Avenue SE to accommodate the additional turn lanes.
 - c) Modify the north leg of 36th Avenue SE to line up the through lanes.
6. Construct a half-street improvement along the frontage of 36th Avenue SE to Minor Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. In lieu of constructing the improvement with this development phase, the applicant may provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE; the easement shall be modified or converted to right-of-way pursuant to PWDS upon completion of the street improvement design along 36th Avenue SE. Along the entire frontage of 36th Avenue SE, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE.
7. Construct an S-1 18-inch water main in 36th Avenue SE from Boone Road SE to the south line of the subject property.
8. Construct a minimum S-1 8-inch water main along proposed 32nd Avenue SE from 36th Avenue SE to A Street SE and in other internal streets pursuant to PWDS.
9. As a condition of development in the S-1 water service level the following options are available:
 - a) Pay a temporary access fee of \$180,800 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a); or
 - b) Construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities.
10. The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

11. Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to the south line of the subject property.
12. Construct a 12-inch sewer main from 36th Avenue SE to the southerly terminus of A Drive SE.
13. As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:
 - a) Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
 - b) Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses.
14. Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

FACTS

Streets

1. Boone Road SE
 - 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 20-foot improvement within a varied 40-to-50-foot-wide right-of-way abutting the subject property.
2. 36th Avenue SE
 - a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 22-foot turnpike improvement within a 40-to-55-foot-wide right-of-way abutting the subject property.
3. 32nd Avenue SE
 - a. Standard—This street is a planned Local street in the Salem TSP within the subject property. 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 is undeveloped and pending construction with Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02).

Storm Drainage

1. Existing Conditions

- a. An 18-inch storm main is located in Boone Road SE approximately 215 feet east of the subject property.

Water

1. Existing Conditions

- a. The subject property is located in the S-1 water service level.
- b. There are 30-inch and 24-inch S-2 water mains located in Boone Road SE.
- c. There are no S-1 water mains to serve the subject property.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is pending construction in Boone Road SE with the Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02).

CRITERIA AND FINDINGS

Analysis of the development based on relevant criteria in SRC 220.005(f)(3) is as follows:

Criteria: SRC 220.005(f)(3)(A) The application meets all applicable standards of the UDC (*Unified Development Code*)

Finding—With completion of the conditions above, the subject property meets all applicable standards of the following chapters of the UDC: 601 – Floodplain; 802 –Public Improvements; 803 – Streets and Right-of-Way Improvements; 804 – Driveway Approaches; 805 – Vision Clearance; 809 – Wetlands; and 810 – Landslides.

Public Works staff has reviewed the Flood Insurance Study and Flood Insurance Rate Maps and has determined that no floodplain or floodway areas exist in the development area of the subject property.

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-to-3-point landslide hazard areas on the subject property. The proposed activity of a multi-family development adds 2 activity points to the proposal, which results in a total of 4 to 5-points. Therefore, the proposed development is classified as a moderate landslide risk and requires a geological assessment. A Geological Assessment, prepared by Northwest Geological Services, INC. and dated October 17, 2018, was submitted to the City of Salem. This assessment demonstrates the subject property could be developed without increasing the potential for slope hazard on the site or adjacent properties.

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—The existing condition of Boone Road SE is underimproved for its Street Classification according to the Salem TSP. A half-street improvement to Boone Road SE was required with Phase 1 of the McKenzie Heights Apartments (CU-SPR-ADJ-DAP-DR21-02) and is pending construction. The construction of 32nd Avenue SE within the subject property is also pending construction with Phase 1. Duplication in conditions of approval between Phase 1 and Phase 2 are intended to allow for flexibility in timing among the two phases.

Condition: Along Boone Road SE from 36th Avenue to 32nd Avenue, construct a minimum 15-foot-wide half-street improvement on the development side and a minimum 15-foot-wide turnpike improvement on the opposite side of the centerline as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. This improvement shall include a reconfiguration of the existing Boone/32nd intersection as described in Exhibit 14 of the TIA submitted for McKenzie Heights Phase 1 (CU-SPR-ADJ-DAP-DR21-02).

Condition: Construct 32nd Avenue SE from Boone Road SE to 36th Avenue SE in the alignment shown on the applicants preliminary site plan.

The applicant shows a new internal street extending from 32nd Avenue SE to the southern property boundary. This street shall be constructed to Local Street Standards.

Condition: Construct "A Drive" to Local Street Standards from 32nd Avenue SE to the southern property boundary as shown on the preliminary applicants site plan.

The subject property is located within the Bonaventure Reimbursement District for improvements that were made to Kuebler Boulevard SE. The fee for the reimbursement district is established based on methodology within Resolution No. 2015-17.

Condition: Pay the Bonaventure Reimbursement District Fee for Kuebler Boulevard Street Improvements pursuant to Resolution No. 2015-17.

The applicant submitted a Traffic Impact Analysis that evaluates the proposed development along with the proposed Industrial Flex Spaces and Storage Units under review (SPR-DAP22-19). The TIA identifies dual northbound left-turn lanes on 36th Avenue SE plus two westbound receiving lanes on Kuebler Boulevard SE that extend to the northbound I-5 ramps. The dual northbound left-turn lanes need to provide 200 feet of vehicle storage. Widening 36th Avenue SE to accommodate the additional turn lanes may require additional right-of-way. The north leg of 36th Avenue SE will need to be widened to ensure the lanes line up with the new southern leg lane configuration. Traffic signal poles may need to be relocated to accommodate these improvements.

The existing condition along the frontage of 36th Avenue SE does not meet Minor Arterial standards. A half-street improvement and right-of-way dedication are required along with the required mitigation as described in the applicants TIA.

Condition: Provide the following traffic mitigation as described in the applicants TIA:

- a. Construct dual northbound left-turn lanes on 36th Avenue SE at Kuebler Boulevard SE, and two westbound receiving lanes on Kuebler Boulevard SE from 36th Avenue SE to the northbound I-5 ramps.
- b. Acquire off-site right-of-way as necessary along 36th Avenue SE to accommodate the additional turn lanes.
- c. Modify the north leg of 36th Avenue SE to line up the through lanes.

Condition: Construct a half-street improvement along the frontage of 36th Avenue SE to Minor Arterial street standards as specified in the City Street Design Standards and consistent with the provisions of SRC Chapter 803. In lieu of constructing the improvement with this development phase, the applicant may provide a 40-foot-wide temporary construction easement to the City of Salem along the entire frontage of 36th Avenue SE; the easement shall be modified or converted to right-of-way pursuant to PWDS upon completion of the street improvement design along 36th Avenue SE. Along the entire frontage of 36th Avenue SE, dedicate right-of-way on the development side of the centerline to equal a minimum half-width of 36 feet on 36th Avenue SE.

CPC-ZC17-02 limits traffic impacts from future development on the subject property to a maximum of 12,916 average daily trips. The TIA demonstrates that the proposed development does not exceed the trip cap.

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 32nd Avenue SE provides for safe turning movements into and out of the property. The applicant applied for a Class 2 Driveway Approach Permit; findings are below.

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 applicant is proposing a second phase of development. The McKenzie Heights Apartments Phase 1 was reviewed and approved under CU-SPR-ADJ-DAP-DR21-02. Multiple infrastructure-related conditions that will be constructed for Phase 1 will serve Phase 2. Duplication in conditions of approval between Phase 1 and Phase 2 are intended to allow for flexibility in timing among the two phases.

The water infrastructure in the area is underserved. As a condition of development in the S-1 water service level, the applicant shall be required to construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities. Alternatively, a temporary access may be paid for service within the S-1 water service level. The applicant shall construct an 18-inch S-1 water main in 36th Avenue SE from Boone Road SE to the south line of the subject property. Eight-inch S-1 water mains are required within the internal streets.

Condition: Construct an S-1 18-inch water main in 36th Avenue SE from Boone Road SE to the south line of the subject property.

Condition: Construct a minimum S-1 8-inch water main along proposed 32nd Avenue SE from 36th Avenue SE to A Street SE and in other internal streets pursuant to PWDS.

Condition: As a condition of development in the S-1 water service level the following options are available:

- a) Pay a temporary access fee of \$180,800 and connect to the existing S-1 water system as a temporary facility pursuant to SRC 200.080(a); or
- b) Construct Water System Master Plan S-1 facilities needed to serve the development, which include Coburn S-1 Reservoir, Boone Road Pump Station, and transmission mains connecting the facilities.

A small portion of the subject property is located in the S-2 water service level. There are no S-2 water mains to serve the proposed development. There are four buildings along the southern property boundary that are within the S-2 water service level. The existing S-1 water system can serve buildings with a maximum first floor elevation of 358 feet. The applicant shall be required to design and construct these buildings with a maximum first floor elevation of 358 feet to allow S-1 water service.

Condition: The maximum first floor of any structure constructed on the subject property shall not exceed an elevation of 358 feet.

The nearest available sewer facility appears to be located in 36th Avenue SE at the intersection of Kuebler Boulevard SE. As a condition of sewer service, all developments will be required to provide public sewers to adjacent upstream parcels. This shall include the extension of sewer mains in easements or rights-of-way across the property to adjoining properties, and across the street frontage of the property to adjoining properties when the main is located in the street right-of-way. This shall include trunk sewers that are oversized to provide capacity for upstream development (PWDS Sewer Division 003). Prior to plat approval, the applicant shall construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to Boone Road SE, and a 12-inch sewer main in 36th Avenue SE from Boone Road SE to the south line of the subject property.

Condition: Construct a master plan sewer main in 36th Avenue SE from Kuebler Boulevard SE to the south line of the subject property.

Condition: Construct a 12-inch sewer main from 36th Avenue SE to the southerly terminus of A Drive SE.

No existing parks facilities are available within ½ mile of the subject property. The *Comprehensive Parks System Master Plan* shows that a future Neighborhood Park (NP 29) is planned on or near the subject property. According to UGA 19-01, the applicant shall either set aside area for a neighborhood park or pay a Temporary Access Fee (TAF).

Condition: As a condition of residential use, the applicant has two options for providing park facilities to serve the subject property:

- a) Convey or acquire property for dedication of neighborhood park facility NP-29 or equivalent; or
- b) Pay a temporary access fee of 13.5 percent of the Parks SDCs due for the residential uses.

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.

Condition: Design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

The applicant shall design and construct all utilities (sewer, water, and storm drainage) according to the PWDS and to the satisfaction of the Public Works Director.

Criteria—A Class 2 Driveway Approach Permit shall be granted if:

- (1) The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards;**

Finding—The proposed driveway meets the standards for SRC Chapter 804 and PWDS.

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

Finding—There are no site conditions prohibiting the location of the proposed driveway.

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

Finding—The proposed driveway is not accessing onto an Arterial street.

- (4) The proposed driveway approach, where possible:**

- i. **Is shared with an adjacent property; or**
- ii. **Takes access from the lowest classification of street abutting the property;**

Finding—The proposed driveway is currently located with access to the lowest classification of street abutting the subject property.

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

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

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

Finding—No evidence has been submitted to indicate that the proposed driveway will create traffic hazards or unsafe turning movements. Additionally, staff analysis of the proposed driveway indicates that it will not create a traffic hazard and will provide for safe turning movements for access to the subject property.

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

Finding—Staff analysis of the proposed driveway and the evidence that has been submitted indicate that the location of the proposed driveway will not have any adverse impacts to the adjacent properties or streets.

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

Finding—The proposed driveway approach is located on a future Local street and does not create a significant impact to adjacent streets and intersections.

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

Finding—The proposed development is adjacent to residentially zoned property along the southern property boundary. The proposed development abuts State Highway and Collector streets. The proposed driveway is taken from the lowest classification street abutting the subject property. The driveway balances the adverse impacts to residentially zoned property and will not have an adverse effect on the functionality of the adjacent streets.

Prepared by: Laurel Christian, Program Coordinator
cc: File

REQUEST FOR COMMENTS

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

REGARDING: Conditional Use / Class 3 Site Plan Review /
Class 2 Adjustment / Class 2 Driveway Approach Permit / Tree
Variance / Class 1 Design Review Case No. CU-SPR-ADJ-
DAP-TRV-DR22-02

AMANDA NO.: 21-121613-ZO, 21-121614-RP, 21-
121616-ZO, 21-121618-ZO, 22-106445-NR, and 22-
103391-DR

PROJECT ADDRESS: 3200 Block of Boone Rd SE

HEARD BY: Hearings Officer

SUMMARY: Phase 2 development of the McKenzie Heights complex, this phase includes twelve multiple family residential buildings and twelve townhome buildings containing a total of 272 dwelling units.

REQUEST: A Conditional Use Permit request to allow a new multi-family residential use, and Class 3 Site Plan Review, Class 2 Driveway Approach Permits, and Class 1 Design Review for development of a new twelve building apartment complex and twelve townhome buildings containing a total of 272 dwelling units, with Class 2 Adjustment requests to:

- 1) Eliminate the requirement for off-street parking areas to be provided behind or beside a building or structure per SRC 702.020(d)(2) and allow off-street parking areas to be provided between a building and a street.
- 2) Adjust the pedestrian access standards per SRC 702.020(d)(4) and allow an alternative pedestrian pathway to be provided through the interior corridor of a proposed building.
- 3) Increase the maximum building length per SRC 702.020(e)(1) from 150 feet to 162 feet for proposed Building 11.
- 4) Reduce the minimum building setback abutting the RA zoned property to the south from one foot for each foot of building height per SRC 702.020(e)(2) to 20 feet.
- 5) Eliminate the requirement for a minimum of 40 percent of the buildable width to be occupied by buildings placed at the minimum setback per SRC 702.020(e)(4).
- 6) Eliminate the direct pedestrian access to adjacent sidewalk requirement for ground level units per SRC 702.020(e)(5) for proposed Building 7.

And a Tree Regulation Variance request to remove 21 significant trees (Oregon white oaks with a diameter at breast height of 24 or greater) of the 27 total significant trees identified on this portion of the development site. For property approximately 27 acres in size, zoned IC (Industrial Commercial), and located at the 3200 Block of Boone Road SE - 97317 (Marion County Assessor Map and Tax Lot number: 083W13A / 00300).

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a report for the Review Authority that includes comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments from affected property owners or residents. The complete case file, including all materials submitted by the applicant and any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports, are available upon request.

Comments received by 5:00 p.m. Friday, April 8, 2022, will be considered in the staff report. Comments received after this date will be provided to the review body. *Comments submitted are public record. This includes any personal information provided in your comment such as name, email, physical address and phone number. Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below.*

CASE MANAGER: Aaron Panko, Planner III, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 503-540-2356; E-Mail: APanko@cityofsalem.net.

For information about Planning in Salem, please visit: <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING ITEMS THAT APPLY:

- ☐ 1. We have reviewed the proposal and have no comments.
- ☒ 2. We have reviewed the proposal and have the following comments:

See attached

Name/Agency: _____ Salem-Keizer Public Schools, Planning and Property Services

Address: _____ 3630 State Street, Salem OR 97301

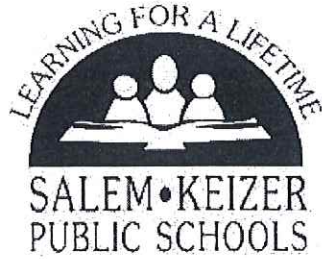
Email: _____ David Fridenmaker, Manager

Phone No.: _____ 503-399-3335

Date: _____

Date: *4-7-2022*

IMPORTANT: IF YOU MAIL YOUR COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM



DAVID FRIDENMAKER, Manager
Facility Rental, Planning, Property Services
3630 State Street, Bldg. C • Salem, Oregon 97301-5316
503-399-3335 • FAX: 503-375-7847

Christy Perry, Superintendent

April 7, 2022

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

RE: Land Use Activity Case No. CU-SPR-ADJ-DAP-TRV-DR22-02, 3200 Block of Boone Rd SE

The City of Salem issued a Request for Comments for a Land Use Case as referenced above. Please find below comments on the impact of the proposed land use change on the Salem-Keizer School District.

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

The School District has established geographical school attendance areas for each school known as school boundaries. Students residing in any residence within that boundary are assigned to the school identified to serve that area. There are three school levels, elementary school serving kindergarten thru fifth grade, middle school serving sixth thru eighth grade, and high school serving ninth thru twelfth grade. . The schools identified to serve the subject property are:

School Name	School Type	Grades Served
Lee	Elementary	K thru 5
Judson	Middle	6 thru 8
South Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

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

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Lee	Elementary	271	475	57%
Judson	Middle	860	1,059	81%
South Salem	High	2,258	2,248	100%

Table 2

POTENTIAL ADDITIONAL STUDENTS IN BOUNDARY AREA RESULTING FROM APPROVAL OF LAND USE CASE

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2021 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	272	MF	0.164	45
Middle			0.085	23
High			0.096	26

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

To determine the impact of the new residential development on school enrollment, the School District compares the school capacity to the current enrollment plus estimates of potential additional students resulting from land use cases over the previous two calendar years. A ratio of the existing and new students is then compared with the school design capacity and expressed as a percentage to show how much of the school capacity may be used.

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Lee	Elem.	271	121	45	166	475	92%
Judson	Mid.	860	106	23	129	1,059	93%
South Salem	High	2,258	204	26	230	2,248	111%

Table 4

ESTIMATE OF THE EFFECT ON INFRASTRUCTURE – IDENTIFICATION OF WALK ZONES AND SCHOOL TRANSPORTATION SERVICE

Civic infrastructure needed to provide connectivity between the new residential development and the schools serving the new development will generally require roads, sidewalks and bicycle lanes. When developing within one mile of school(s), adequate pathways to the school should be provided that would have raised sidewalks. If there are a large number of students walking, the sidewalks should be wider to accommodate the number of students that would be traveling the

path at the same time. Bike lanes should be included, crosswalks with flashing lights and signs where appropriate, traffic signals to allow for safe crossings at busy intersections, and any easements that would allow students to travel through neighborhoods. If the development is farther than one mile away from any school, provide bus pullouts and a covered shelter (like those provided by the transit district). Locate in collaboration with the District at a reasonable distance away from an intersection for buses if the distance is greater than ½ mile from the main road. If the distance is less than a ½ mile then raised sidewalks should be provided with stop signs where students would cross intersections within the development as access to the bus stop on the main road. Following is an identification, for the new development location, that the development is either located in a school walk zone or is eligible for school transportation services.

School Name	School Type	Walk Zone or Eligible for School Transportation
Lee	Elementary	Eligible for School Transportation*
Judson	Middle	Eligible for School Transportation*
South Salem	High	Eligible for School Transportation*

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	45	\$64,220	\$2,889,900
Middle	23	\$76,882	\$1,768,286
High	26	\$89,544	\$2,328,144
TOTAL			\$6,986,330

Table 6

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

*In order to access this property with school buses, improvements will be needed so that buses can drive thru in a forward direction, without backing and with sufficient clearance at all times. Alternatively, school buses could stop on 36th Ave SE at Boone Rd. SE which would require completion of sidewalks along Boone Rd. SE and on 36th Ave SE connecting the subject property with a school bus stop to be located on 36th Ave. SE.

Sincerely,



David Fridenmacher, Manager
Planning and Property Services

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



RESPONSE TO REQUEST FOR COMMENTS

DATE: Thursday, April 7, 2022

CASE/APP NUMBER: CU-SPR-ADJ-DAP-TRV-DR22-02

PROPERTY LOCATION: 3200 Block of Boone Rd SE

CASE MANAGER: Aaron Panko, Planner III, City of Salem

Email: apanko@cityofsalem.net

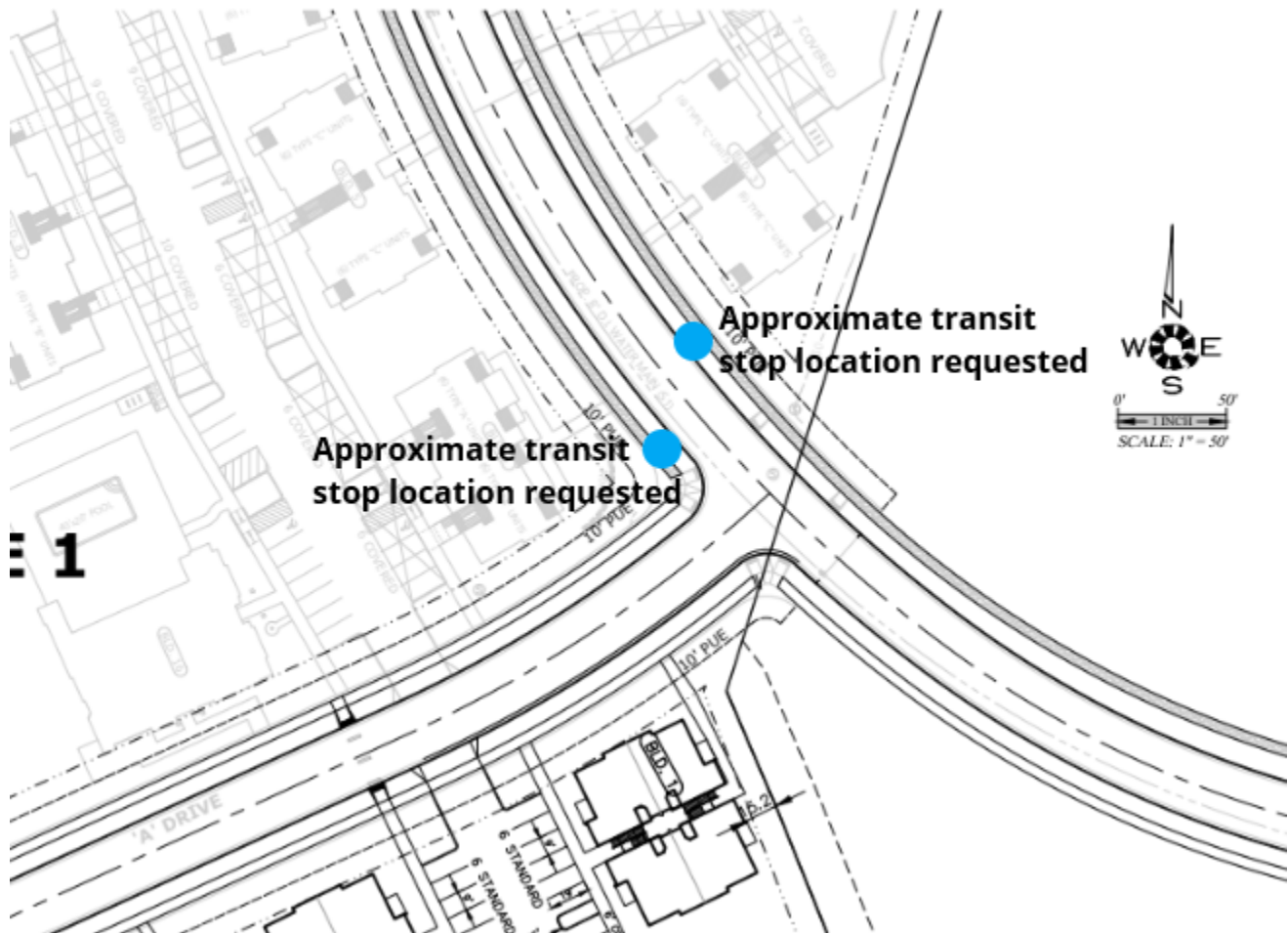
COMMENTS FROM: Jolynn Franke, Transit Planner I, Cherriots

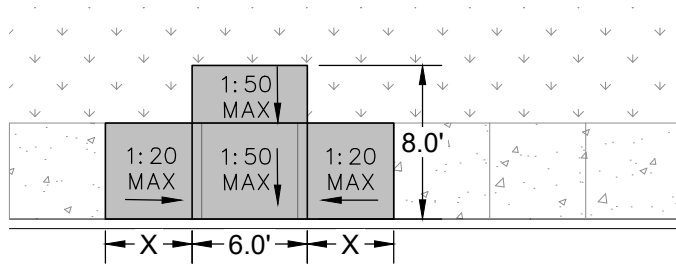
Email: planning@cherriots.org

COMMENTS: The Salem Area Mass Transit District (Cherriots) is planning a future service expansion that would bring fixed-route transit to this new multiple family housing development. Therefore, Cherriots requests that the developer build two transit stops conforming to Cherriots bus stop pads layout standards and right-of-way dedication, if necessary, to be provided. Additionally, Cherriots requests on-street parking to be restricted in the areas of the transit stops as defined by Cherriots no parking zones at intersections standards. The transit stops are to be located on 32nd Ave near the intersection with A Drive - one nearside stop and one farside stop. Each stop will be serviced by one standard 40-foot bus. A screenshot of the requested transit stop locations is provided on the following page. Also provided are drawings for standard transit stop design, no parking zones, etc. Please feel free to reach out to planning@cherriots.org should any other information be needed.



Screenshot of approximate transit stop locations requested (see drawing C8, attached, for measurements):





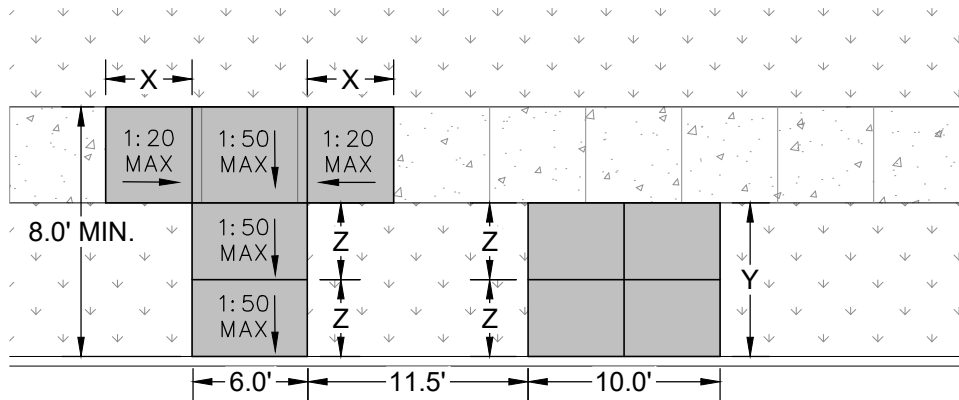
EXISTING ROADWAY

BUS STOP PADS - CURB LINE SIDEWALK

NOT TO SCALE

NOTES:

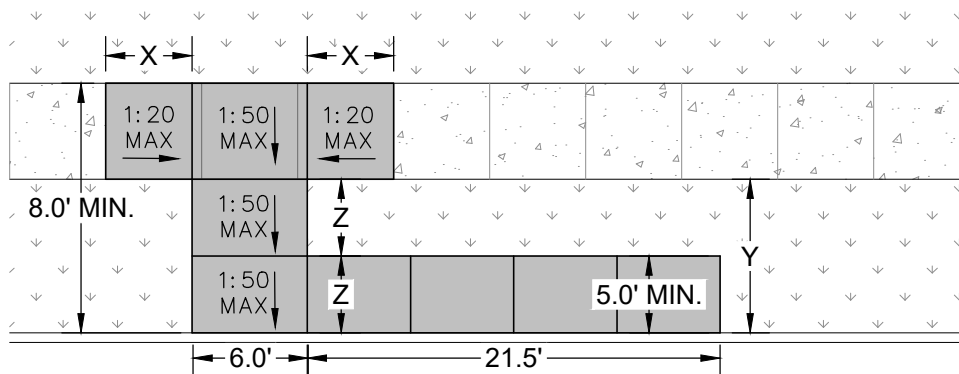
1. "X" WIDTH TO BE A MINIMUM OF 3.0' OR MATCH EXISTING SIDEWALK JOINT SPACING.
2. "Y" LENGTH TO BE EQUAL TO THE WIDTH OF THE PLANTER STRIP, FROM BACK OF CURB TO FRONT OF SIDEWALK.
3. JOINT SPACING, "Z" SHALL BE 3' MINIMUM, 6' MAXIMUM. PROVIDE SIDEWALK PANELS THAT ARE AS SQUARE AS POSSIBLE.
4. MATCH EXISTING WIDTH WHERE PROPOSED BUS STOP PANELS CONNECT TO THE EXISTING WALK.



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (12' WIDE OR LESS)

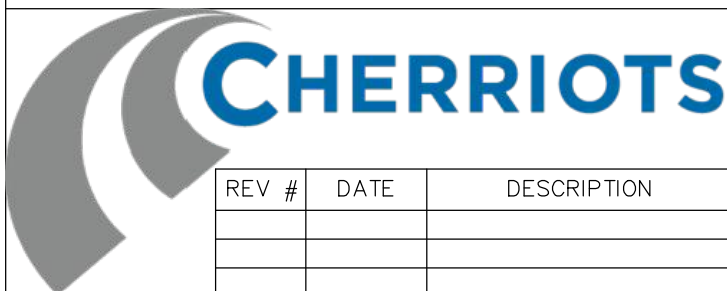
NOT TO SCALE



EXISTING ROADWAY

BUS STOP PADS - PLANTER STRIP (WIDER THAN 12')

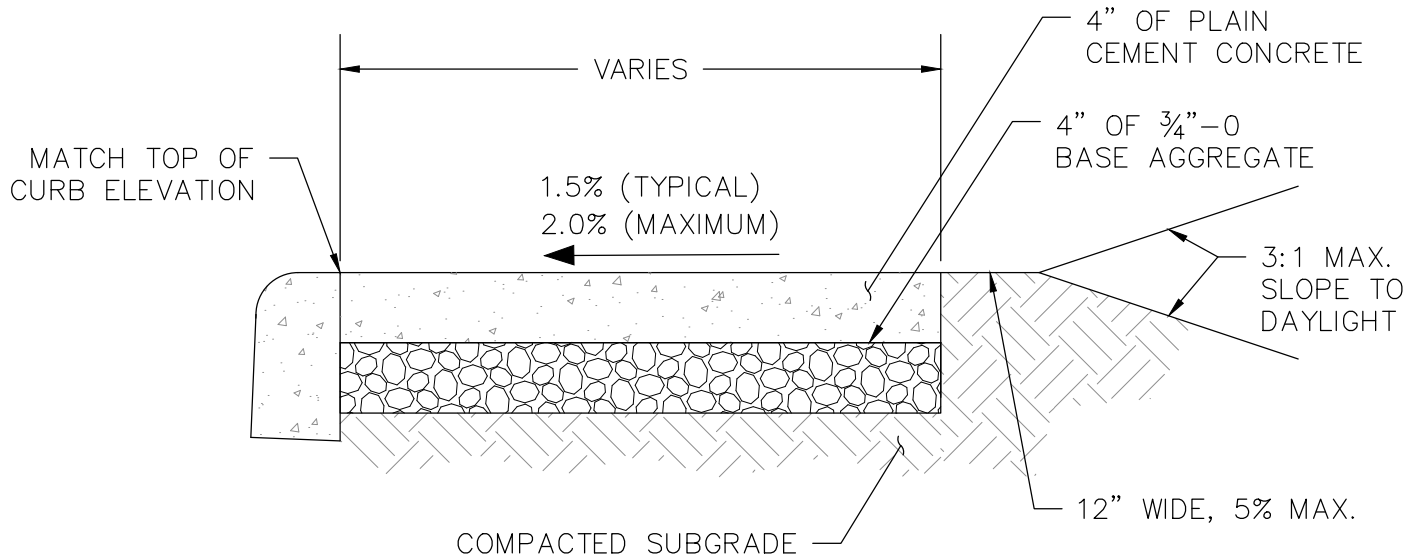
NOT TO SCALE



BUS STOP PADS LAYOUT

C1

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. CONTRACTION JOINTS OF THE WEAKENED PLANE TYPE SHALL BE 1- $\frac{1}{4}$ " DEEP AND TOOL ROUNDED BEFORE BROOMING. MATCH EXISTING JOINT SPACING. 15' MAXIMUM.
3. EXPANSION JOINTS TO BE PLACED AT SIDES OF DRIVEWAY APPROACHES, UTILITY VAULTS, ADA CURB RAMPS, AND AT SPACING NOT TO EXCEED 45 FEET.
4. FOR SIDEWALKS ADJACENT TO THE CURB AND POURED AT THE SAME TIME AS THE CURB, THE JOINT BETWEEN THEM SHALL BE A TROWELED JOINT WITH A MIN. $\frac{1}{2}$ INCH RADIUS.
5. FINISH WITH BROOM AND EDGE ALL JOINTS.
6. ALL EDGES SHALL BE TOOL ROUNDED AND SHINED PER JURISDICTIONAL REQUIREMENTS AFTER BROOMING. PROVIDE 3" SHINE IF NO OTHER REQUIREMENTS EXIST.
7. BASE AGGREGATE TO BE COMPACTED TO 95% OF AASHTO T-99.



CHERRIOTS

**STANDARD
SIDEWALK**

C2

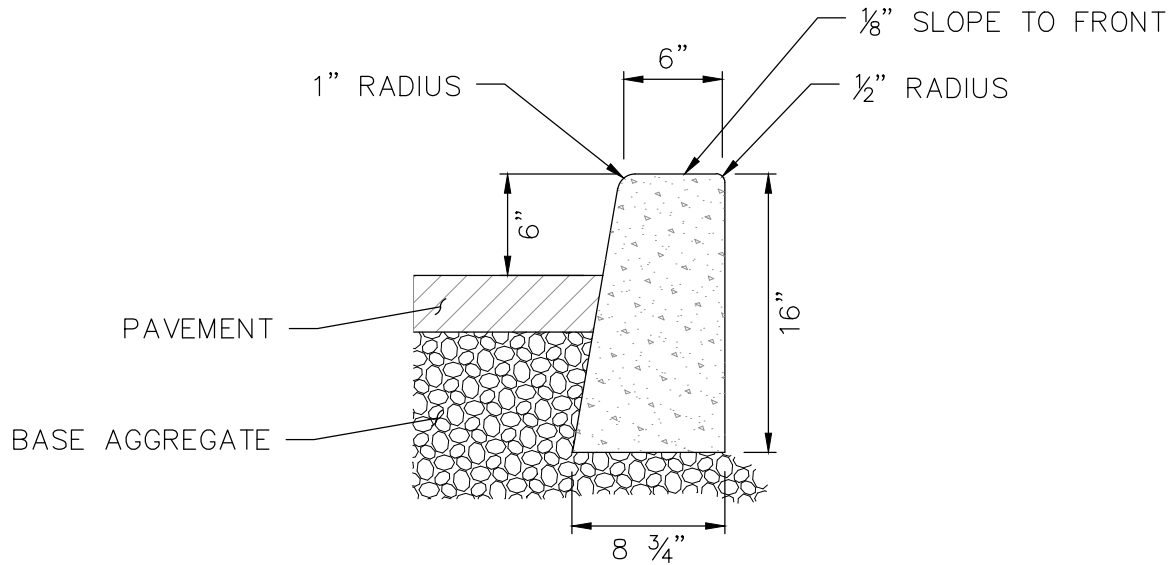
REV #	DATE	DESCRIPTION

BY EGW

DATE 03/03/22

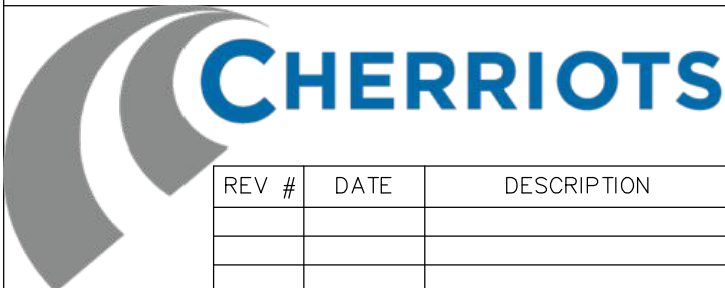
CHECKED RDV

DATE 03/03/22



NOTES:

1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 P.S.I. AT 28 DAYS.
2. EXPANSION JOINTS
 - 2.A. TO BE PROVIDED:
 - 2.A.1. AT EACH POINT OF TANGENCY OF THE CURB.
 - 2.A.2. AT EACH COLD JOINT.
 - 2.A.3. AT EACH SIDE OF THE INLET STRUCTURES.
 - 2.A.4. AT EACH END OF DRIVEWAYS.
 - 2.A.5. AT LOCATIONS NECESSARY TO LIMIT SPACING TO 45 FEET.
3. CONTRACTION JOINTS:
 - 3.A. SPACING TO BE NOT MORE THAN 15 FEET.
 - 3.B. THE DEPTH OF THE JOINT SHALL BE AT LEAST 1-1/2 INCHES.
4. BASE AGGREGATE TO BE 1 1/2"-0" OR 3/4"-0" COMPACTED TO 95% OF AASHTO T-99 AND SHALL BE TO SUBGRADE, STREET STRUCTURE, OR 4" IN DEPTH, WHICHEVER IS GREATER.



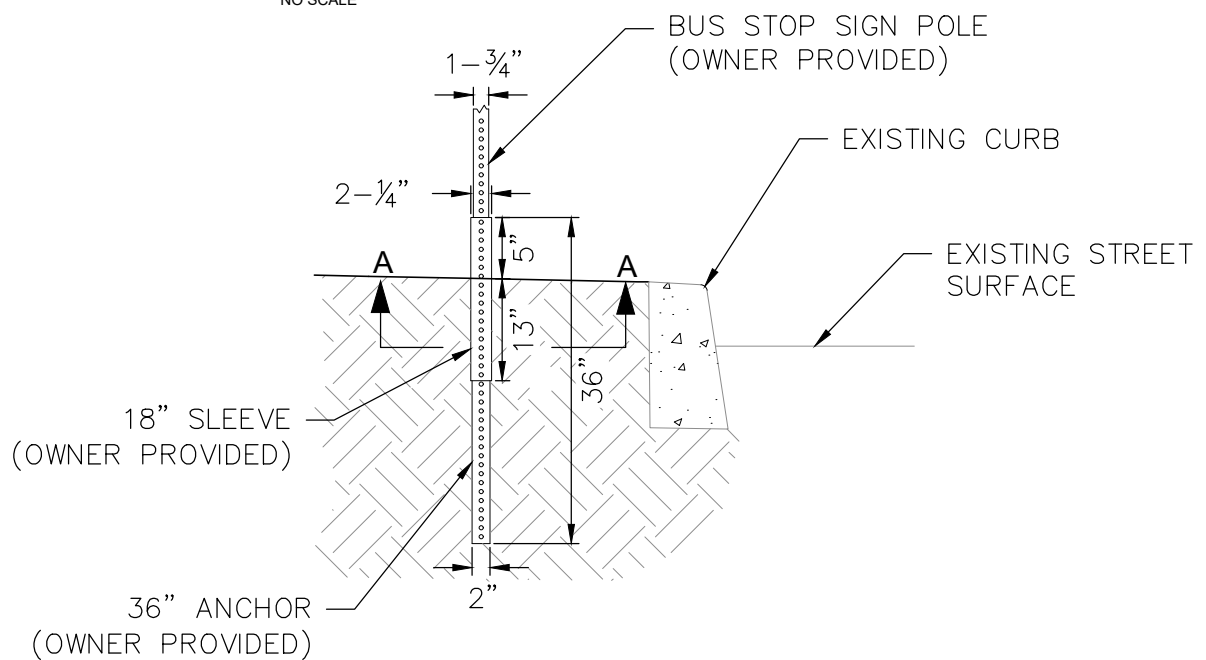
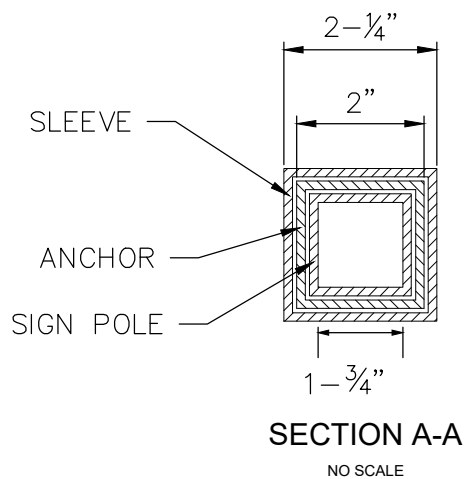
**STANDARD
CURB**

C3

REV #	DATE	DESCRIPTION

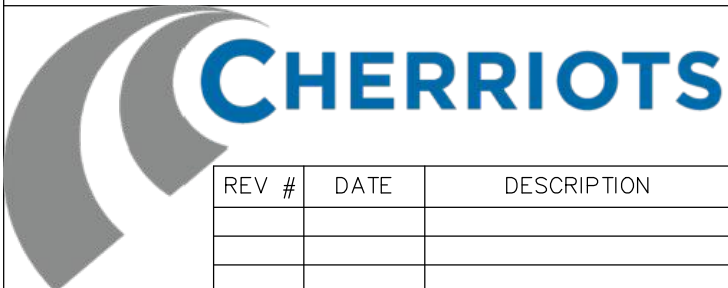
BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



NOTES:

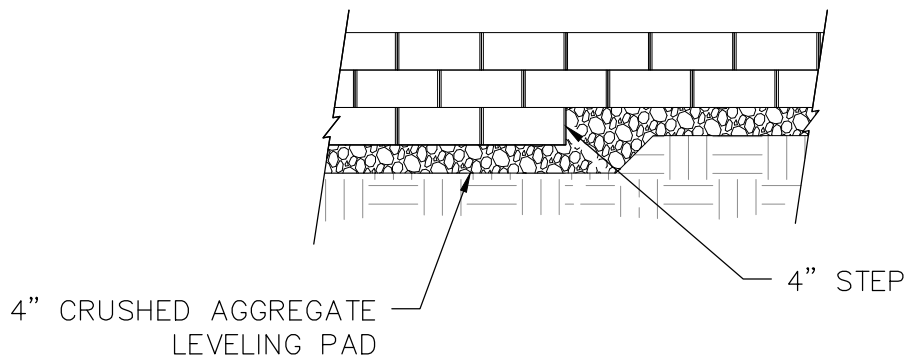
1. CONTACT STEVE DICKEY AT (503) 588-2424 TO OBTAIN SIGN MATERIALS.



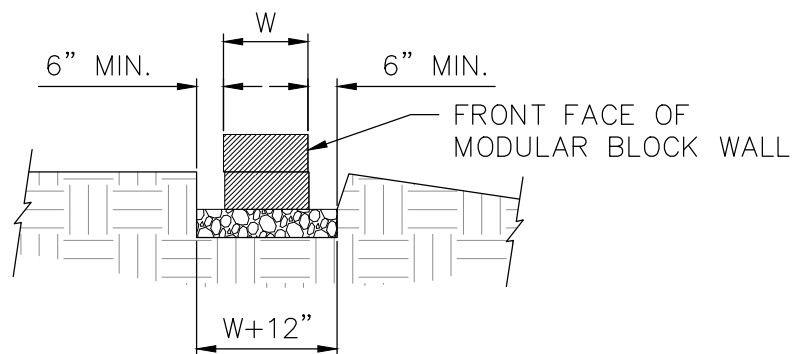
BUS STOP SIGN POLE, ANCHOR & SLEEVE DETAIL

REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22

C4



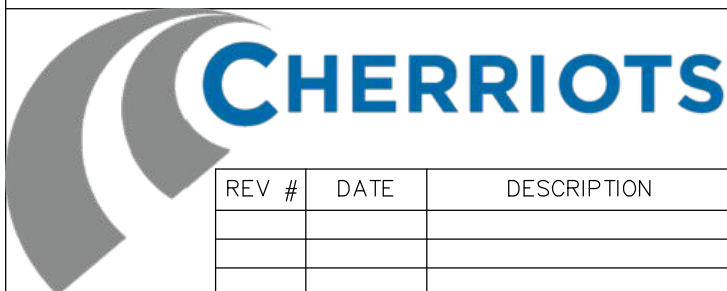
ELEVATION



SECTION

NOTE:

1. LEVELING PAD TO BE $\frac{3}{4}$ "-0 CRUSHED AGGREGATE COMPACTED TO 95% OF AASHTO T-99



LEVELING PAD
DETAIL

REV #	DATE	DESCRIPTION

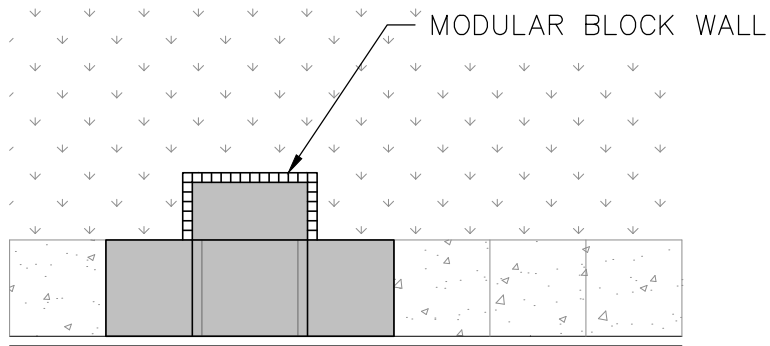
BY EGW

DATE 03/03/22

CHECKED RDV

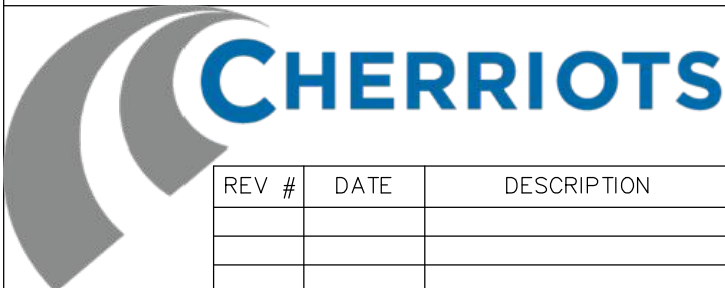
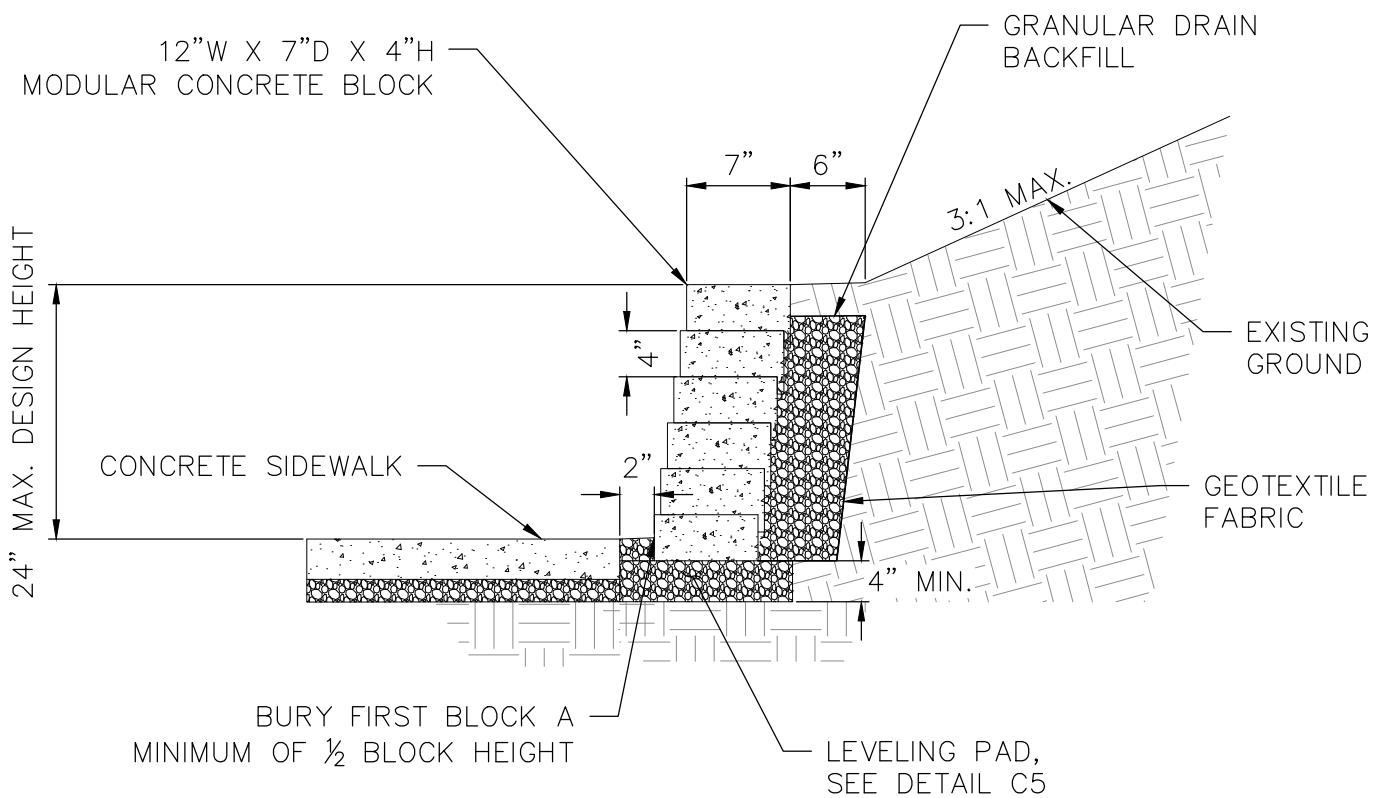
DATE 03/03/22

C5



NOTES:

1. MODULAR BLOCK WALL SHALL BE REQUIRED WHEN SLOPE GRADING TO DAYLIGHT AT 3:1 MAX. CANNOT BE ACHIEVED.
2. THE MODULAR BLOCK WALL SHALL BE CONSTRUCTED WHEN WALL EXPOSURE IS TO BE GREATER THAN 6".

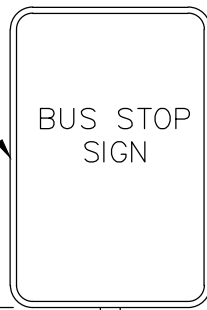


**MODULAR BLOCK
WALL DETAIL**

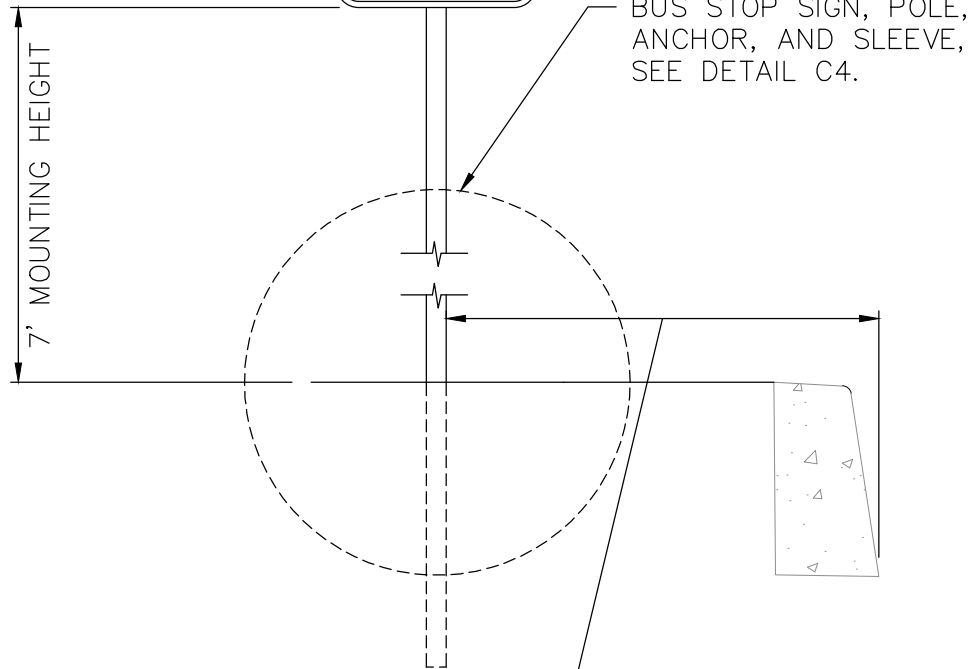
C6

REV #	DATE	DESCRIPTION	BY EGV	CHECKED RDV
			DATE 03/03/22	DATE 03/03/22


BUS STOP SIGN
(OWNER PROVIDED)



BUS STOP
SIGN



2' FROM FACE OF CURB OR
1' FROM BACK OF SIDEWALK



CHERRIOTS

REV #	DATE	DESCRIPTION

TYPICAL BUS STOP SIGN PLACEMENT DETAIL

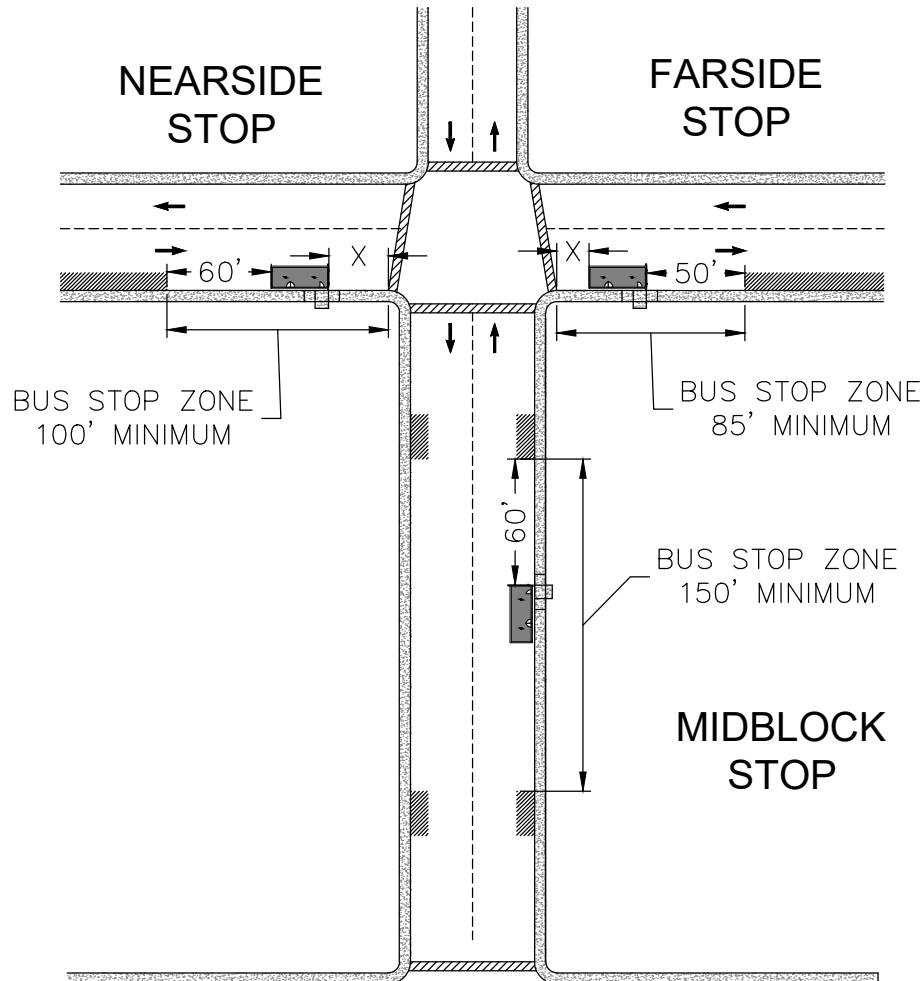
BY EGW

DATE 03/03/22

CHECKED RDV

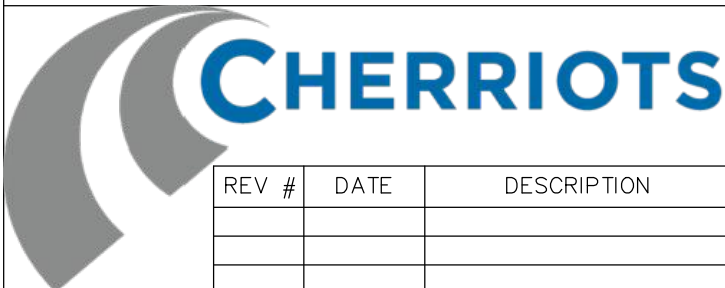
DATE 03/03/22

C7



NOTES:

1. CHERRIOTS TO PROVIDE INFORMATION REGARDING BUS TYPE, LENGTH, AND QUANTITY OF BUSES TO BE SERVICED BY BUS STOP.
2. FOR MULTIPLE BUSES BEING SERVED AT ONE STOP:
 - 2.A. ADD 50 FEET FOR EACH ADDITIONAL STANDARD 40-FOOT BUS.
 - 2.B. ADD 70 FEET FOR EACH ADDITIONAL 60-FOOT ARTICULATED BUS.
3. BUS STOP ZONE SHALL BE SIGNED AS A NO PARKING ZONE PER STANDARDS OF LOCAL JURISDICTION.
4. X = 10' MINIMUM FROM EDGE OF CROSSWALK OR END OF RADIUS, WHICHEVER IS FURTHER FROM THE INTERSECTION.



**NO PARKING ZONES
AT INTERSECTIONS
DETAIL**

C8

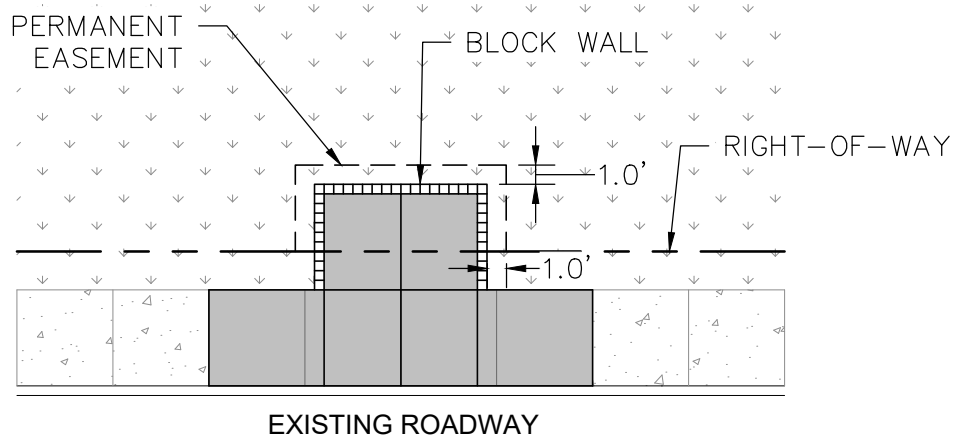
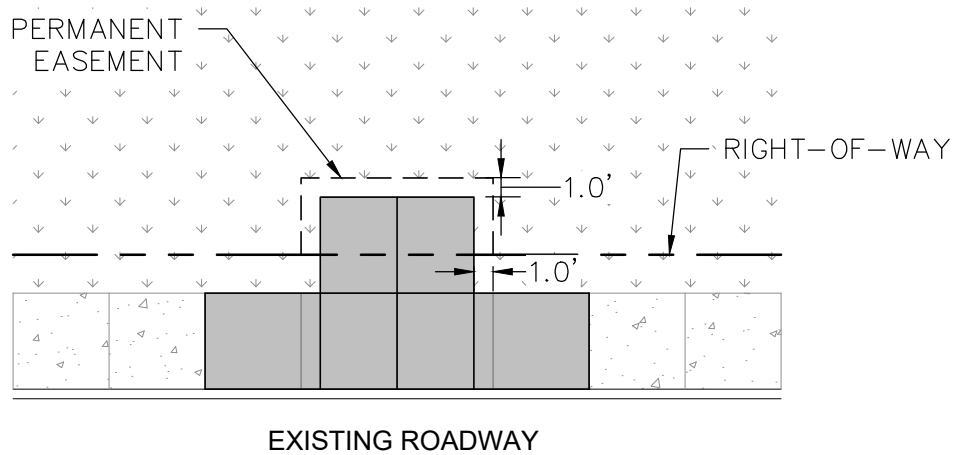
REV #	DATE	DESCRIPTION

BY EGW

DATE 03/03/22

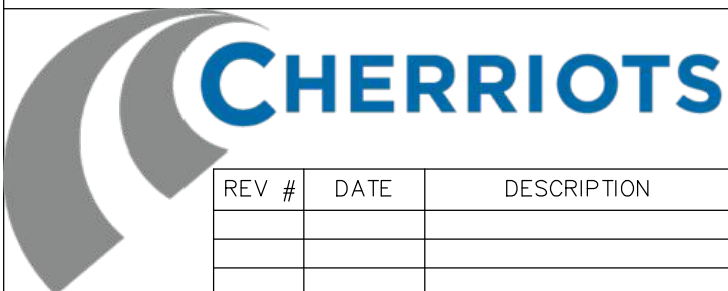
CHECKED RDV

DATE 03/03/22



NOTES:

1. PERMANENT EASEMENT IS REQUIRED WHEN EXTENTS OF DESIGN ENCROACH UPON RIGHT-OF-WAY.
2. PERMANENT EASEMENTS ARE TO BE A MINIMUM OF 1' OFFSET FROM THE PROPOSED CONSTRUCTION EXTENTS THAT FALL OUTSIDE OF RIGHT-OF-WAY.



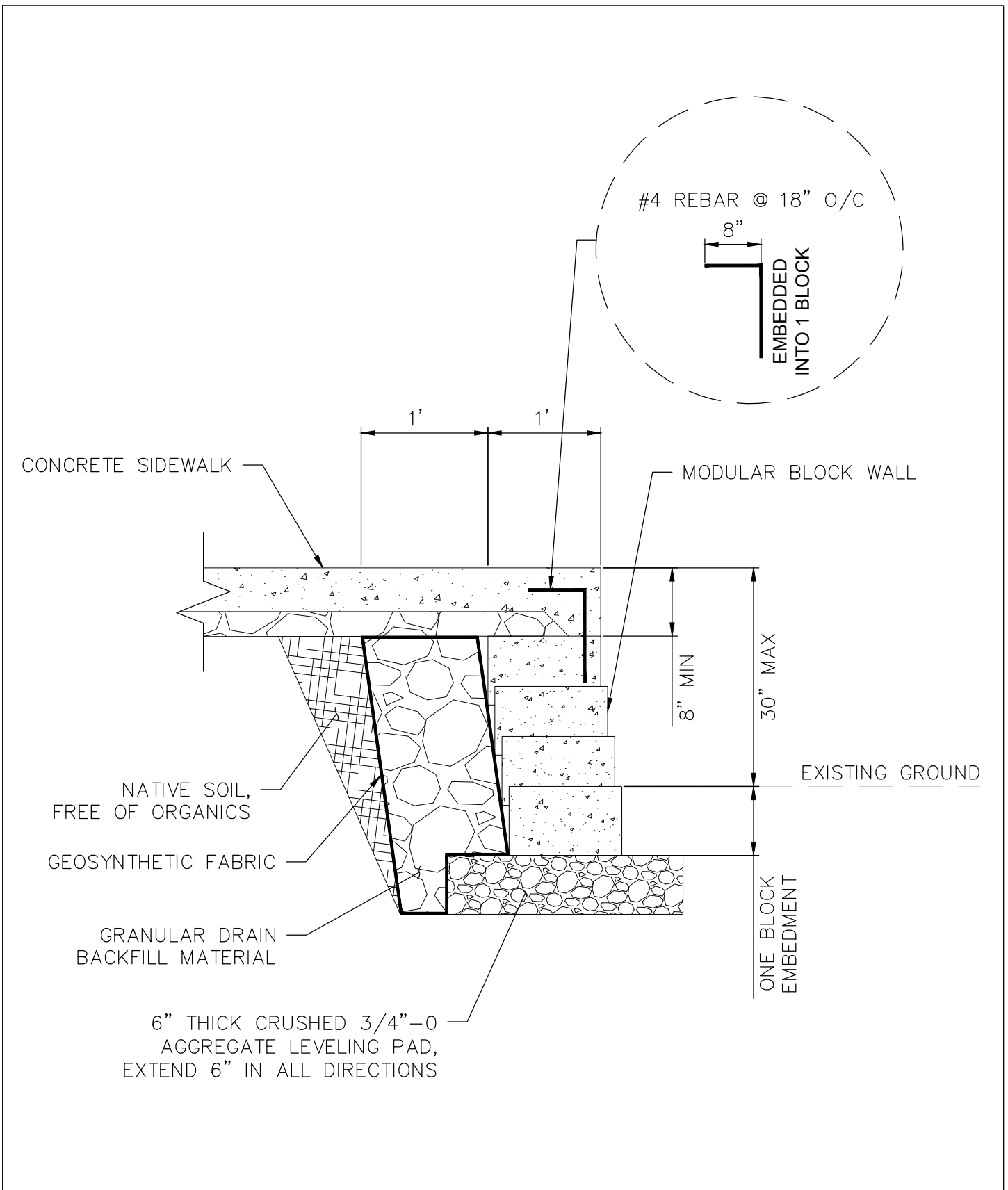
PERMANENT EASEMENT DETAIL

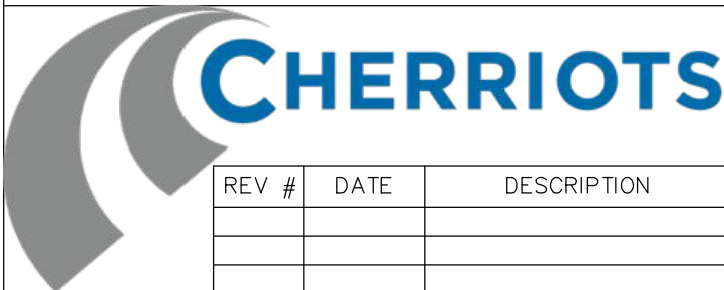
C11

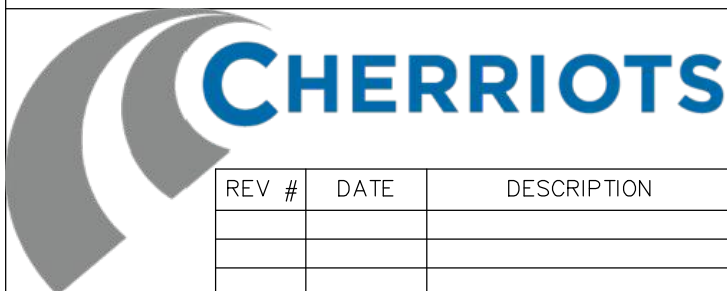
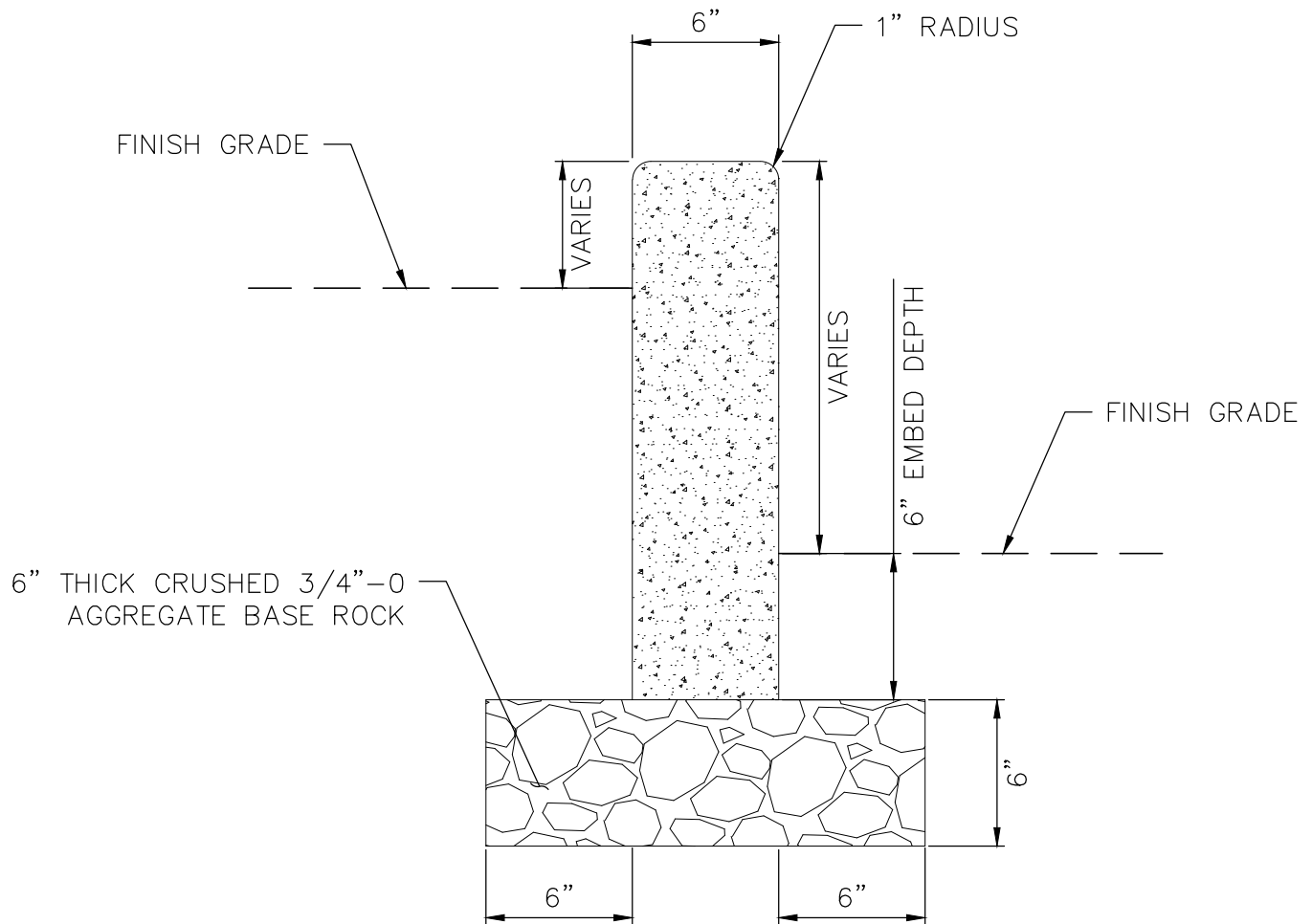
REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22



			BELOW-GRADE WALL DETAIL		C12
REV #	DATE	DESCRIPTION	BY EGW	CHECKED RDV	
			DATE 03/03/22	DATE 03/03/22	



PEDESTRIAN CURB DETAIL

C13

REV #	DATE	DESCRIPTION

BY EGW
DATE 03/03/22

CHECKED RDV
DATE 03/03/22