

# NOTICE OF DECISION

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



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

## DECISION OF THE PLANNING ADMINISTRATOR

**CLASS 2 ADJUSTMENT / CLASS 2 DRIVEWAY APPROACH PERMIT**  
**CASE NO.: ADJ-DAP22-07**

**APPLICATION NO.: 22-106227-ZO / 22-108099-ZO**

**NOTICE OF DECISION DATE:** May 4, 2022

**SUMMARY:** Two Adjustments and Driveway Approach Permit for development of a Cottage Cluster with eight units.

**REQUEST:** A Class 2 Adjustment and Class 2 Driveway Approach Permit for development of a Cottage Cluster containing eight dwelling units. The Class 2 Adjustment requests to:

- 1) Reduce the interior setback standard for a vehicle use area from ten feet to five feet; and
  - 2) Reduce the vehicle use area setback abutting a street from 20-feet to 18-feet.
- For property approximately 0.30 acres in size, zoned RS (Single Family Residential) and located on the 4396 Block Market Street NE 97301 (Marion County Assessors Map and Tax Lot number: 072W22AC / 1200 & 1300).

**APPLICANT:** Britany Randall, BRAND Land Use, on behalf of Rhonda Wolf, United Way Mid Willamette Valley

**LOCATION:** 4396 Market St NE, Salem OR 97301

**CRITERIA:** Salem Revised Code (SRC) Chapters 250.005(d)(2) – Class 2 Adjustment; 804.025(d) – Class 2 Driveway Approach Permit

**FINDINGS:** The findings are in the attached Decision dated May 4, 2022.

**DECISION:** The **Planning Administrator APPROVED** Class 2 Adjustment and Class 2 Driveway Approach Permit Case No. ADJ-DAP22-07 subject to the following conditions of approval:

- Condition 1:** Prior to issuance of building permits, PLA21-27 shall be recorded.
- Condition 2:** The landscaping plans shall include Type A landscaping along all require setbacks.
- Condition 3:** The adjusted setback, loading space, and driveway spacing standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.

**Condition 4:** Construct a raised median in Market Street NE pursuant to PWDS to restrict left-turn movements from entering or exiting the proposed driveway.

The rights granted by the attached decision must be exercised, or an extension granted, by May 20, 2024, or this approval shall be null and void.

Application Deemed Complete:	<u>April 14, 2022</u>
Notice of Decision Mailing Date:	<u>May 4, 2022</u>
Decision Effective Date:	<u>May 20, 2022</u>
State Mandate Date:	<u>August 12, 2022</u>

Case Manager: Olivia Dias, Current Planning Manager, [odias@cityofsalem.net](mailto:odias@cityofsalem.net), 503-540-2343

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at [planning@cityofsalem.net](mailto:planning@cityofsalem.net), no later than 5:00 p.m., Thursday, May 19, 2022. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 250 and 804. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

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

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

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

**BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM**

**DECISION**

**IN THE MATTER OF APPROVAL OF ) FINDINGS & ORDER  
CLASS 2 ADJUSTMENT AND )  
CLASS 2 DRIVEWAY APPROACH PERMIT )  
CASE NO. ADJ-DAP22-07 )  
4396 MARKET STREET NE - 97301 ) MAY 4, 2022**

In the matter of the application for Class 2 Adjustment and Class 2 Driveway Approach Permit applications submitted by the applicant United Way Mid-Willamette Valley represented by Britany Randall with BRAND Land Use, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

**REQUEST**

Summary: Two Adjustments and Driveway Approach Permit for development of a *Cottage Cluster* with eight units.

Request: A Class 2 Adjustment and Class 2 Driveway Approach Permit for development of a *Cottage Cluster* containing eight dwelling units. The Class 2 Adjustment requests to:

- 1) Reduce the interior setback standard for a vehicle use area from ten feet to five feet; and
- 2) Reduce the vehicle use area setback abutting a street from 20-feet to 18-feet.

For property approximately 0.30 acres in size, zoned RS (Single Family Residential) and located on the 4396 Block Market Street NE – 97301 (Marion County Assessors Map and Tax Lot number: 072W22AC / 1200 & 1300).

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

**PROCEDURAL FINDINGS**

**1. Proposal**

The applicant is proposing to develop a Cottage Cluster development within the RS (Single Family Residential) zone. The *Cottage Cluster* will include eight units, vehicle use area, new driveway and landscaping, including a courtyard. The proposal includes a driveway approach permit and a request to reduce two setback requirements, both for the development of a vehicle use area.

**2. Background**

On March 17, 2022, an application for a Class 2 Adjustment was filed for the proposed development. After additional information was provided, including submission of a Class

2 Driveway Approach Permit, the applications were deemed complete for processing on April 14, 2022. The 120-day state mandated decision deadline for this consolidated application is August 12, 2022.

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

## **SUBSTANTIVE FINDINGS**

### **3. Summary of Record**

The following items are submitted to the record and are available upon request: 1) All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; 2) any materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public; and 3) all documents referenced in this report. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You can use the search function without registering and enter the permit number listed here: 22-106227.

### **4. Neighborhood Association and Public Comments**

The subject property is located within the boundaries of the East Lancaster Neighborhood Association (ELNA).

Applicant Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On November 4, 2021, the applicant attended a meeting at ELNA informing them of the proposed project.

Neighborhood Association Comment: Notice of the application was provided to ELNA pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this report, no comments have been received from the neighborhood association.

#### Homeowners Association

The subject property is not located within a Homeowners Association.

#### Public Comment

Notice was also provided, pursuant to SRC 300.520(b)(1)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. Two public comments were received during the comment period indicating no objections to the proposal.

## 5. City Department Comments

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

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

The Fire Department has reviewed the proposal and indicated no site concerns.

## 6. Public Agency Comments

The Salem Keizer School District reviewed the proposal and provided comments which are included as **Attachment D**.

Oregon Department of Transportation (ODOT) reviewed the proposal and indicated no concerns with the proposal.

## DECISION CRITERIA FINDINGS

### 7. Analysis of Class 2 Adjustment Approval Criteria

Salem Revised Code (SRC) 250.005(d)(2) provides that an application for a Class 2 Adjustment shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

**SRC 250.005(d)(2)(A): The purpose underlying the specific development standard proposed for adjustment is:**

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

**Finding:** The applicant is requesting four Class 2 Adjustments to:

- 1) Reduce the interior setback standard for a vehicle use area from ten feet to five feet; and
- 2) Reduce the vehicle use area setback abutting a street from 20-feet to 18-feet.

The property, as shown on the site plan included with the application, is irregularly shaped created by a property line adjustment (PLA21-27). The property is evaluated based on the final configuration of the property line adjustment. Therefore, the following condition applies:

**Condition 1:** Prior to issuance of building permits, PLA21-27 shall be recorded.

*Reduce the interior setback standard for a vehicle use area from ten feet to five feet.*

The purpose of the vehicle use area setback abutting interior property lines is to reduce the impact of motor vehicles on neighboring uses. The applicant proposed to install

additional landscaping and site obscuring fence to mitigate any impacts of parking vehicles closer to the property line. The combination of the vehicles being oriented away from the neighboring property when they are parked, the fence, and landscape together will mitigate impacts to the east and equally meet the intent of the standard while vehicles utilizing the parking spaces. In addition, after the re-alignment of Market Street the eastern property line is a stormwater facility, which should not be adversely affected by a vehicle use area. To ensure the proposal equally meets the intent, the following condition applies;

**Condition 2:** The landscaping plans shall include Type A landscaping along all require setbacks.

*Reduce the vehicle use area setback abutting a street from 20-feet to 18-feet.*

The purpose of requiring a setback of 20-feet to the street is to preserve the pedestrian environment and protect pedestrians from having conflicts with vehicles. Because the vehicle use area is positioned parallel rather than perpendicular to the right-of-way, the reduction will not cause pedestrian and vehicular conflicts. Additionally, the parking is oriented in a manner which the vehicle headlights will point westward onto the site, further reducing the vehicle use area impacts on the street and neighboring properties. The requested reduction to standards allows the applicant to maintain the rear separation to the vehicle use area abutting neighboring single-family property, the proposal equally meets the intent of the provision in compliance with this criterion.

**SRC 250.005(d)(2)(B): If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area.**

**Finding:** The development site is located within a residential area. As conditioned above the proposed adjustments will not detract from the livability of the residential area. The appearance of the area will be greatly improved with the approval of the proposed development. The development and use of the cottage development will provide for more livable accommodations in the area and provide an improved appearance with landscaping. This criterion is met.

**SRC 250.005(d)(2)(C): If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.**

**Finding:** Two separate Class 2 Adjustments have been requested with this development. Each of the adjustments has been evaluated separately for conformance with the Adjustment approval criteria. The cumulative impact of the adjustments results in an overall project which is consistent with the intent and purpose of the zoning code. Any future development, beyond what is shown in the proposed plans, shall conform to all applicable development standards of the UDC, unless adjusted through a future land use action.

**Condition 3:** The adjusted setback, loading space, and driveway spacing standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future

development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.

## **8. Analysis of Class 2 Driveway Approach Permit Approval Criteria**

Salem Revised Code (SRC) 804.025(d) provides that an application for a Class 2 Driveway Approach Permit shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

### **SRC 804.025(d)(1): The proposed driveway approach meets the standards of this Chapter and the Public Works Design Standards.**

**Finding:** The proposed driveway is located on a Minor Arterial; the proposed driveway meets the standards for SRC 804 and PWDS.

### **SRC 804.025(d)(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 driveways.

### **SRC 804.025(d)(3): The number of driveway approaches onto an arterial are minimized.**

**Finding:** One access is proposed to an arterial street.

### **SRC 804.025(d)(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**

**Finding:** The subject property abuts only one street, which has a minor arterial classification. A shared driveway approach is not possible because the adjacent parcels to the east contains a Water Quality Rain Garden, owned by the City and there is not room for a shared driveway approach. A shared driveway approach with the neighbor to the west is not possible due to existing development patterns.

### **SRC 804.025(d)(5): The proposed driveway approach meets vision clearance standards.**

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

### **SRC 804.025(d)(6): The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access.**

**Finding:** The Assistant City Traffic Engineer has reviewed the proposed driveway location and determined that the proposed driveway location may cause operational and safety issues with access to the school. The solution to the potential safety issue will be restricting the driveway to right-in and right-out by constructing a raised median or reconfiguring the site to move the driveway westerly to align with the existing median. In the Applicants written statement, they agree to the right-in and right-out movement.

**Condition 4:** Construct a raised median in Market Street NE pursuant to PWDS to restrict left-turn movements from entering or exiting the proposed driveway.

**SRC 804.025(d)(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.

**SRC 804.025(d)(8): The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections.**

**Finding:** The proposed driveway approach is located on a Minor Arterial street and does not create a significant impact to adjacent streets and intersections.

**SRC 804.025(d)(9): The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.**

**Finding:** The proposed development is surrounded by residentially zoned property. The proposed development only abuts a Minor Arterial street. 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.

## **CONCLUSION**

Based upon review of SRC Chapters 250, and 804, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

## **ORDER**

Final approval of Class 2 Adjustment, and Class 2 Driveway Approach Permit, Case No. ADJ-DAP22-07 is hereby **APPROVED** subject to SRC Chapters 250, and 804, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following conditions of approval:

**Condition 1:** Prior to issuance of building permits, PLA21-27 shall be recorded.



- Condition 2:** The landscaping plans shall include Type A landscaping along all require setbacks.
- Condition 3:** The adjusted setback, loading space, and driveway spacing standards, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.
- Condition 4:** Construct a raised median in Market Street NE pursuant to PWDS to restrict left-turn movements from entering or exiting the proposed driveway.



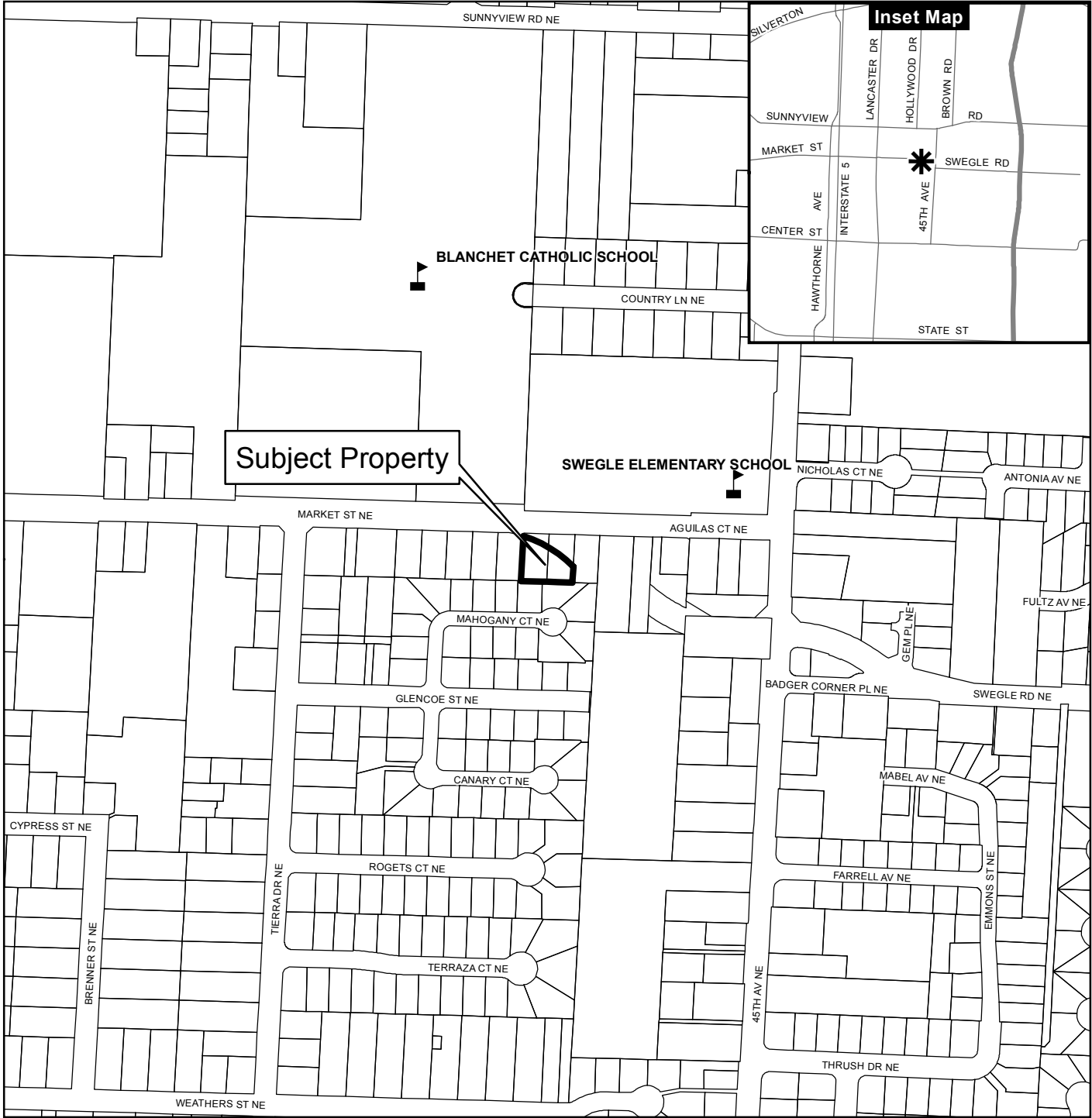
Olivia Dias, Current Planning Manager,  
on behalf of Lisa Anderson-Ogilvie,  
AICP, Planning Administrator

- Attachments: A. Vicinity Map  
B. Proposed Development Plans  
C. Public Works Memo  
D. Salem Keizer Public Schools Memo

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

# Vicinity Map

## West – 4396 Market Street NE



### Legend

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

Parks

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

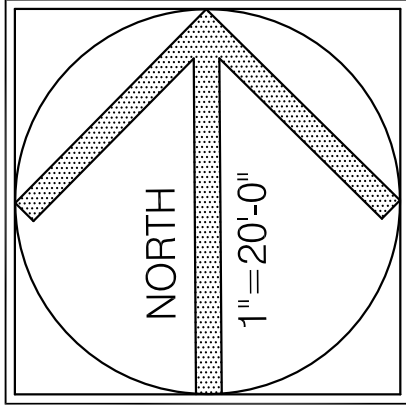
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0 100 200 400 Feet





**Cascadia**  
Planning + Development Services  
PO Box 1920  
Silverton, Oregon 97381  
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steve@cascadiapd.com  
www.cascadiapd.com



CITY OF SALEM DEVELOPMENT PERMIT REVIEW

**MARKET STREET COTTAGES**

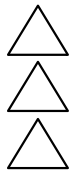
4432 MARKET ST NE  
SALEM, OR 97301

T.L.L1500, 1600, 1701, & 1800 OF T.M. 71W19AC  
MARION COUNTY, OREGON

WEST COTTAGES  
SITE PLAN

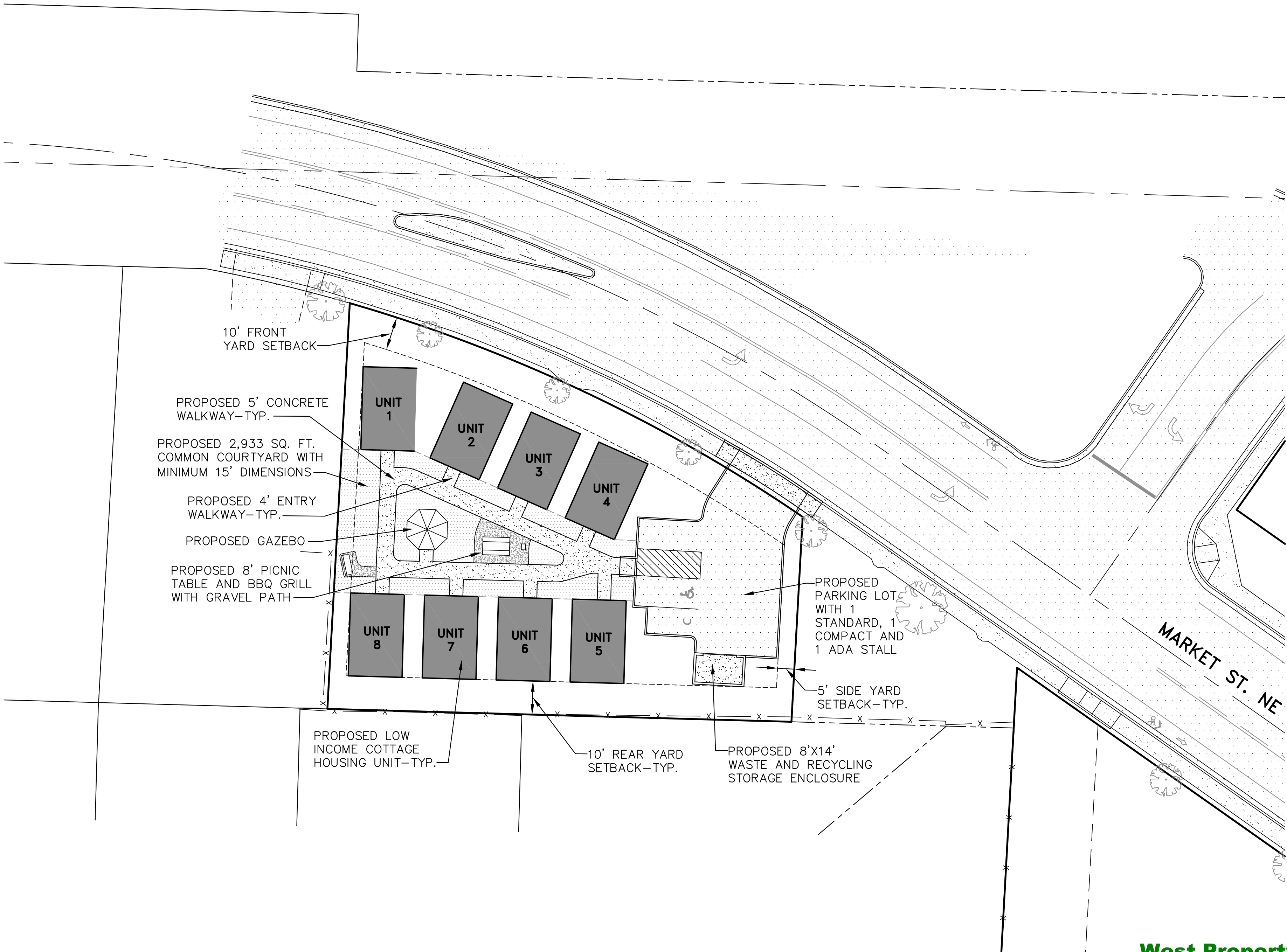
FEBRUARY 10, 2022

REVISIONS



P-2

SHEET 2 OF 5




West Property



# MEMO

**TO:** Olivia Dias, Current Planning Manager  
Community Development Department

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

**DATE:** May 3, 2022

**SUBJECT: PUBLIC WORKS RECOMMENDATIONS  
ADJ-DAP22-07 (22-106227; 22-108102)  
4396 MARKET STREET NE  
COTTAGE CLUSTER OF EIGHT UNITS**

## **PROPOSAL**

A Class 2 Adjustment for development of a Cottage Cluster containing eight dwelling units. For property approximately 0.30 acres in size, zoned RS (Single Family Residential), and located on the 4396 Block Market Street NE 97301 (Marion County Assessors Map and Tax Lot number: 072W22AC / 1200 & 1300).

## **RECOMMENDED CONDITIONS OF APPROVAL**

1. Construct a raised median in Market Street NE pursuant to PWDS to restrict left-turn movements from entering or exiting the proposed driveway.

## **FACTS**

### **Streets**

1. Market Street NE
  - a. Standard—This street is designated as a Minor Arterial 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 46-foot improvement within a 76-foot-wide right-of-way abutting the subject property.

### **Storm Drainage**

1. Existing Conditions
  - a. There is an 18-inch storm main located in Market Street NE.

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

## **Water**

### **1. Existing Conditions**

- a. The subject property is located in the G-0 water service level.
- b. There is a 12-inch water main located in Market Street NE.

## **Sanitary Sewer**

### **1. Existing Conditions**

- a. There is an 8-inch sewer main located in Market Street NE.
- b. There is an 8-inch sewer main located on the subject property.

## **CRITERIA AND FINDINGS**

**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 subject property only has access onto an Arterial street; one driveway is proposed.

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

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

**Finding**—The subject property abuts only one street, which has a Minor Arterial classification. A shared driveway approach is not possible because the adjacent parcels to the east contain a Water Quality Rain Garden, owned by the City and there is not room for a shared driveway approach. A shared driveway approach with the neighbor to the west is not possible due to existing development patterns.

**(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**—The Assistant City Traffic Engineer has reviewed the proposed driveway location and determined that the proposed driveway location may cause operational and safety issues with access to the school. The solution to the potential safety issue will be restricting the driveway to right-in and right-out by constructing a raised median or reconfiguring the site to move the driveway westerly to align with the existing median. In the Applicants written statement, they agree to the right-in and right-out movement.

**Condition:** Construct a raised median in Market Street NE pursuant to PWDS to restrict left-turn movements from entering or exiting the proposed driveway.

**(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 Minor Arterial street and does not create a significant impact to adjacent streets and intersections

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

**Finding**—The proposed development is surrounded by residentially zoned property. The proposed development only abuts a Minor Arterial street. 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





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

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Christy Perry, Superintendent

April 26, 2022

Olivia Dias, Planner  
Planning Division, City of Salem  
555 Liberty Street SE, Room 305  
Salem OR 97301

RE: Land Use Activity Case No. ADJ-DAP22-07, 4396 Market St. NE, Salem

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
Swegle	Elementary	K thru 5
Waldo	Middle	6 thru 8
McKay	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
Swegle	Elementary	549	531	103%
Waldo	Middle	1,230	1,160	106%
McKay	High	2,336	2,536	92%

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	8	SF	0.168	1
Middle			0.098	1
High			0.144	1

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
Swegle	Elem.	549	3	1	4	531	104%
Waldo	Mid.	1,230	7	1	8	1,160	107%
McKay	High	2,336	14	1	15	2,536	93%

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
Swegle	Elementary	Walk Zone
Waldo	Middle	Eligible for School Transportation
McKay	High	Walk Zone

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	1	\$64,220	\$64,220
Middle	1	\$76,882	\$76,882
High	1	\$89,544	\$89,544
TOTAL			\$230,646

Table 6

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

Sincerely,



David Fridenmaker, Manager  
Planning and Property Services

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