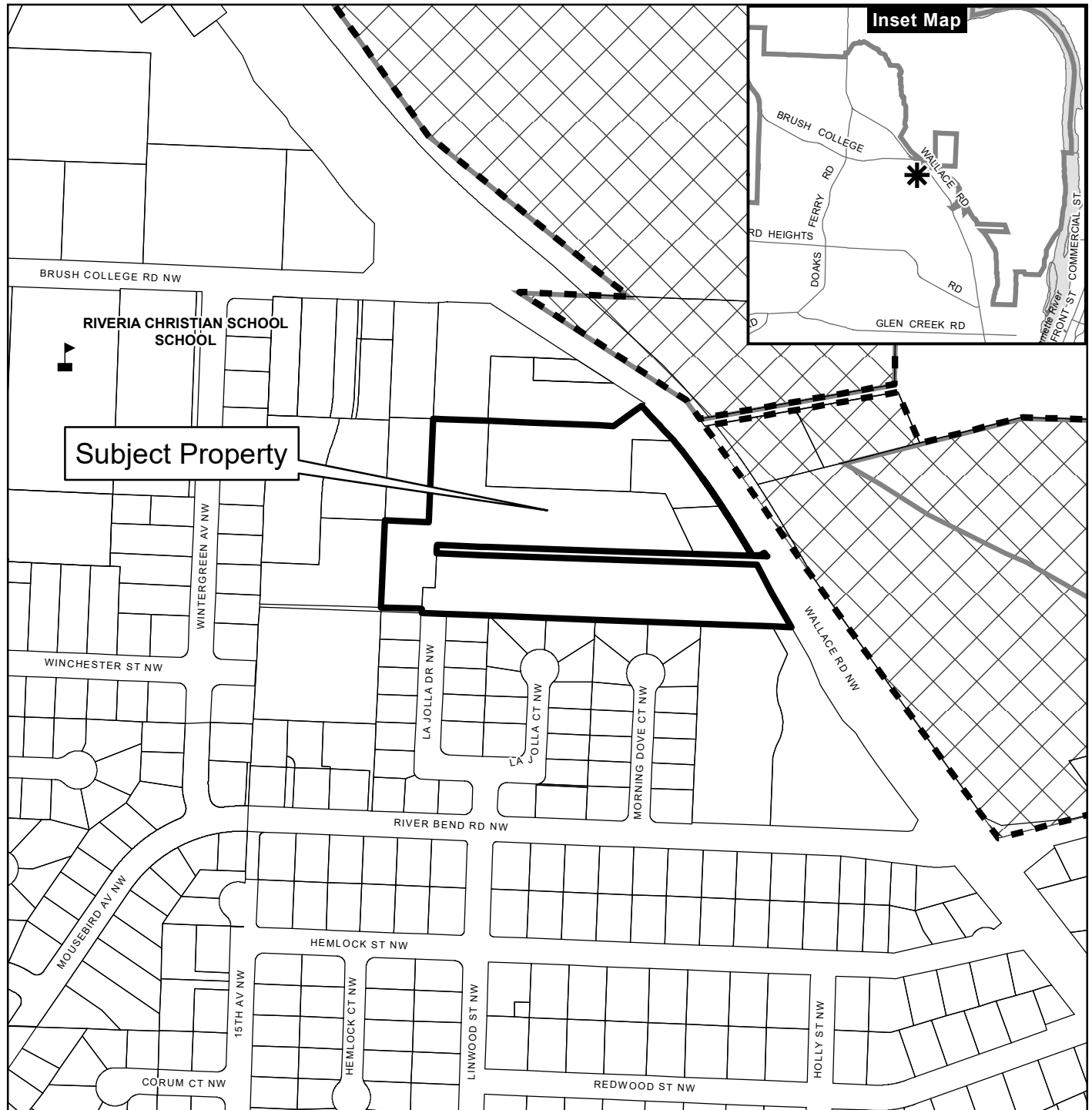


Vicinity Map

2499, 2501, 2519, 2539, 2551 Wallace Road NW



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



RIVERBEND APARTMENTS PHASE 2
CLASS III SITE PLAN REVIEW
2499, 2501, 2519, 2539 WALLACE RD NW, SALEM, OR 97304

PROJECT TEAM:

OWNER:
3030 RIVERBEND LLC.
PO BOX 5850
SALEM, OR 97304
ARCHITECT:
LENITY ARCHITECTURE
3150 KETTLE CT. SE.
SALEM, OR 97301
PHONE: (503) 399-1090
FAX: (503) 399-0565
PROJECT ARCHITECT: LEE GWYN
lee@lenityarchitecture.com
CIVIL ENGINEER:
WESTTECH ENGINEERING, INC.
STEVE WARD, PE
3841 FAIRVIEW IND. DR. STE 100
SALEM, OR 97302
503.585.2474
SWARD@WESTTECH-ENG.COM

PROJECT STATISTICS:

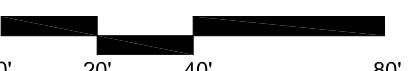
RIVERBEND PHASE #2 MULTI-FAMILY DEVELOPMENT CONSISTING OF 189 UNIT APARTMENTS/ OFFICE AND POOL BLDGS 2499, 2501, 2519, 2551 & 2539 WALLACE RD SALEM, OR 97304		CITY OF SALEM, POLK COUNTY 7.3.9 CD - 00900, 01000, 01101, 01301 & 01300	
ZONE:	MU-II (MIXED USE/II)		
USE:			
EXISTING:	SINGLE-FAMILY DWELLINGS		
PROPOSED:	MULTI-FAMILY		
ALLOWED BLDG. HEIGHT:	55 FT MAX.		
PROPOSED BLDG. HEIGHT/ FOOTPRINT:			
BUILDING #1	31 FT, 6 IN / 6,925 S.F.		
BUILDING #2	31 FT, 6 IN / 5,581 S.F.		
BUILDING #3	31 FT, 6 IN / 4,980 S.F.		
BUILDING #4	31 FT, 6 IN / 7,797 S.F.		
BUILDING #5	31 FT, 6 IN / 7,797 S.F.		
BUILDING #6	33 FT, 4 IN / 4,980 S.F.		
BUILDING #7	31 FT, 6 IN / 3,905 S.F.		
BUILDING #8	31 FT, 6 IN / 3,905 S.F.		
BUILDING #9	NOT USED		
BUILDING #10	31 FT, 6 IN / 7,785 S.F.		
BUILDING #11	31 FT, 6 IN / 3,907 S.F.		
BUILDING #12	31 FT, 6 IN / 3,907 S.F.		
OFFICE BUILDING	27 FT, 4 IN / 2,616 S.F.		
POOL BUILDING	15 FT / 1,551 S.F.		
TRASH ENCLOSURE	6 FT / 248 S.F.		
BLDG. SETBACK (T534-3):			
STREET:	0' MIN, 10' MAX WITH PED. AMEN.		
SIDE: ZONE-TO-ZONE (T534-4)			
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x1.5) TYPE "C"		
MUII TO COMMERCIAL:	NONE		
REAR: ZONE-TO-ZONE (T534-4)			
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x1.5) TYPE "C"		
MUII TO COMMERCIAL:	NONE		
ACCESSORY STR. SETBACK (T534-3):			
STREET:	5' MIN		
SIDE: ZONE-TO-ZONE (T534-4)			
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x1.5) TYPE "C"		
MUII TO COMMERCIAL:	NONE		
REAR: ZONE-TO-ZONE (T534-4)			
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x1.5) TYPE "C"		
MUII TO COMMERCIAL:	NONE		
VEHICLE USE AREA SETBACK (TABLE 534-4):			
STREET:	10' MIN TYPE "A"		
SIDE: ZONE-TO-ZONE (T534-4)			
MUII TO RESIDENTIAL:	5' MIN TYPE "C"		
MUII TO COMMERCIAL:	5' MIN TYPE "A"		
REAR: ZONE-TO-ZONE (T534-4)			
MUII TO RESIDENTIAL:	5' MIN TYPE "C"		
MUII TO COMMERCIAL:	5' MIN TYPE "A"		
BUILDING:	5' MIN TYPE "A"		
SITE AREA:	8.08 AC (352,137 S.F.)		
DWELLING UNIT DENSITY REQUIRED:	12 UNITS PER ACRE		
DWELLING UNIT DENSITY PROVIDED:	24 UNITS PER ACRE		
TOTAL LOT COVERAGE:	NO MAX.		
TOTAL LANDSCAPE AREA:	148,312 S.F. (42%)		
(15% SEC. 551.010, d. 3)			
TOTAL PARKING LOT INTERIOR LANDSCAPE AREA:	7,278 S.F. (8.2%)		
(8% SEC. 806.035,d. 2)			
TOTAL PARKING AREA:	88,671 S.F.		
MULTI-FAMILY: 1 STALL DWELLING UNIT	189 x 1 = 189 SPACES		
OFFICE: 1 SP / 350 S.F.	5,200 / 350 = 15 SPACES		
REQ'D PARKING MIN:	204 SPACES		
ALLOWED PARKING MAX:	204 * 1.75 = 357 SPACES MAX		
(175% OF MIN. SPACES)			
REQ'D BICYCLE SPACES:			
(0.1 SP. PER DWELLING UNIT- MIN. (4) T.806.8)	189 x 0.1 = 18.9 SPACE		
(1/3,500 S.F. - MIN. (4) T.806.8)	5,200 / 3,500 = 1.5 SPACES		
LOADING ZONE:	2		
(GREATER THAN 100 BUT LESS THAN 199 UNITS T806-9)			
PROPOSED PARKING SPACES:	183 SPACES		
STANDARD (9' x 19'):	7 SPACES		
ACCESSIBLE:	92 SPACES (45%)		
COMPACT (8' x 15'):	282 SPACES		
TOTAL NEW:	24 SPACES		
NEW BICYCLE SPACES:	2		
LOADING ZONE (12' x 19'):	2		

KEYNOTES SCHEDULE

- A1 ADJUSTMENT #1:
INCREASE MAXIMUM BUILDING SETBACK ADJACENT TO WALLACE RD. REQUEST TO INCREASE MAXIMUM BUILDING SETBACK FROM 10 FEET TO 12 FEET FOR BUILDING 6 ALONG WALLACE RD DUE TO ODOT EASEMENT
- A2 ADJUSTMENT #2:
INCREASE MAXIMUM BUILDING SETBACK ADJACENT TO LA JOLLA DRIVE. PROPOSE TO INCREASE MAXIMUM BUILDING SETBACK FROM 10 FEET TO 35 FEET FOR BUILDING 3 ADJACENT TO LA JOLLA DRIVE.
- A3 ADJUSTMENT #3:
BUILDING SETBACKS ADJACENT TO INTERNAL LOT LINES. REDUCE BUILDING SETBACKS TO 0 FEET FOR INTERNAL PROPERTY LINES.
- A4 ADJUSTMENT #4:
VEHICLE USE AREAS ADJACENT TO INTERNAL LOT LINES. REDUCE VEHICLE USE AREA SETBACKS TO 0 FEET FOR DRIVE AISLES AND PARKING AREAS
- A5 ADJUSTMENT #5:
ADJUSTMENT #5: REDUCE BUILDING FRONTAGE SETBACK FROM 16' TO 0' FEET FOR 2501 WALLACE ROAD NW. PROPERTY IS LANDLOCKED.

SITE / PARKING SUMMARY

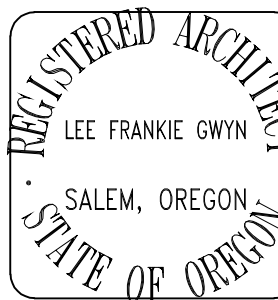
PROPOSED PARKING
LOT SHADE TREE



PHASE II MASTER PLAN OVERALL SITE PLAN

SCALE: 1" = 40'

ATTACHMENT B



3030 RIVERBEND LLC
PO BOX 5850 SALEM OR 97304
(503) 931-1739

RIVERBEND APARTMENTS
PHASE 2
WALLACE RD. NW SALEM OR 97304

SITE
PLAN REVIEW
CLASS III

DATE
06/03/2021

REVISED DATE

SHEET

A1.0

SITE PLAN REVIEW SET 07.19.21

PROJECT STATISTICS:

ZONE: MU-II (MIXED USEII)
USE:
EXISTING: SINGLE-FAMILY DWELLINGS

PROPOSED: MULTI-FAMILY

ALLOWED BLDG. HEIGHT: 55 FT MAX.
PROPOSED BLDG. HEIGHT/ FOOTPRINT:

BUILDING #2	31 FT, 6 IN / 7,797 S.F.
BUILDING #3	31 FT, 6 IN / 7,797 S.F.
BUILDING #4	31 FT, 6 IN / 7,797 S.F.
BUILDING #5	31 FT, 6 IN / 4,979 S.F.
BUILDING #6	31 FT, 6 IN / 7,797 S.F.
BUILDING #7	31 FT, 6 IN / 5,851 S.F.
BUILDING #8	31 FT, 6 IN / 4,922 S.F.
BUILDING #9	31 FT, 6 IN / 2,931 S.F.
BUILDING #10	31 FT, 6 IN / 6,777 S.F.
BUILDING #11	31 FT, 6 IN / 2,931 S.F.

OFFICE BUILDING	27 FT, 4 IN / 2,931 S.F.
POOL BUILDING	15 FT / 1,551 S.F.
TRASH ENCLOSURE	6 FT / 248 S.F.

BLDG. SETBACK ((T534-3):
STREET: 0' MIN, 10' MAX WITH PED. AMEN

SIDE: ZONE-TO-ZONE (T534-4)	
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x1.5
MUII TO COMMERCIAL:	NONE
REAR: ZONE-TO-ZONE (T534-4)	
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x1.5
MUII TO COMMERCIAL:	NONE

ACCESSORY STR. SETBACK (T534-3):
STREET: 5' MIN

SIDE: ZONE-TO-ZONE (T534-4)	
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x 1.5)
MUII TO COMMERCIAL:	NONE
REAR: ZONE-TO-ZONE (T534-4)	
MUII TO RESIDENTIAL:	10' MIN + ((BLDG. HT - 15 FT) x 1.5)
MUII TO COMMERCIAL:	NONE

VEHICLE USE AREA SETBACK (TABLE 534-4):

SIDE: ZONE-TO-ZONE (T534-4)	
MUII TO RESIDENTIAL:	5' MIN TYPE "C"
MUII TO COMMERCIAL:	5' MIN TYPE "A"
REAR: ZONE-TO-ZONE (T534-4)	
MUII TO RESIDENTIAL:	5' MIN TYPE "C"
MUII TO COMMERCIAL:	5' MIN TYPE "A"
BUILDING:	5' MIN TYPE "A"

SITE AREA:	8.08 AC (352,137 S.F.)
LA JOLLA DRIVE NW DEDICATION AREA:	0.58 AC (25,196 S.F.)
NET SITE AREA:	7.49 AC (326,221 S.F.)
DWELLING UNIT DENSITY REQUIRED:	12 UNITS PER ACRE
DWELLING UNIT DENSITY PROVIDED:	24 UNITS PER ACRE

TOTAL LOT COVERAGE:	NO MAX.
TOTAL LANDSCAPE AREA: (15% SEC. 551.010, d, 3)	135,463 S.F. (41%)
TOTAL PARKING LOT INTERIOR LANDSCAPE AREA: (8% SEC. 806.035.d, 2)	10,188 S.F. (12.5%)
TOTAL PARKING AREA:	81,314 S.F.

OFFICE: 1 SP / 350 S.F.	5,200 / 350 = 15 SPACES
REQ'D PARKING MIN:	216 SPACES
ALLOWED PARKING MAX: (43% OF 1,000 SPACES)	216 * 1.75 = 378 SPACES MAX

REQ'D.	BICYCLE SPACES:	
	(0.1 SP. PER DWELLING UNIT- MIN. (4) T.806.8)	201 x 0.1 = 20.1 SPACE
	(1/3,500 S.F. - MIN. (4) T.806.8)	5,200 / 3,500 = 4 SPACES
		TOTAL REQ: 24 SPACES
	LOADING ZONE:	2
	(GREATER THAN 100 BUT LESS THAN 199 UNITS T806-.9)	

PROPOSED	PROPOSED PARKING SPACES:	
	STANDARD (9' x 19'):	154 SPACES
	ACCESSIBLE:	8 SPACES
	COMPACT (8' x 19')	37 SPACES
	COMPACT (8' x 15'):	27 SPACES (27.5% COMPACT CAR)
	TOTAL NEW:	226 SPACES

NEW BICYCLE SPACES:	24 SPACES
LOADING ZONE (12' x 19'):	2

ADJUSTMENT KEYNOTES:

A1 — ADJUSTMENT #1:
INCREASE MAXIMUM BUILDING SETBACK ADJACENT WALLACE RD. REQUEST TO INCREASE MAXIMUM BUILDING SETBACK FROM 10 FEET TO 15 FEET FOR BUILDING ALONG WALLACE RD DUE TO EXISTING ODOT EASEMENT.

A2 — ADJUSTMENT #2:
BUILDING SETBACKS ADJACENT TO INTERNAL LOT L
REDUCE BUILDING SETBACKS TO 0 FEET FOR INTER
PROPERTY LINES.

A4 — ADJUSTMENT #4:
REDUCE BUILDING FRONTAGE MINIMUM FROM 50%
VEHICLE USE AREAS ADJACENT TO INTERNAL LOT L
REDUCE VEHICLE USE AREA SETBACKS TO 0 FEET F
AISLES AND PARKING AREAS

WALLACE ROAD NW.

SITE / PARKING SUMMARY

PROPOSED PARKING
LOT SHADE TREE

PROJECT TEAM:


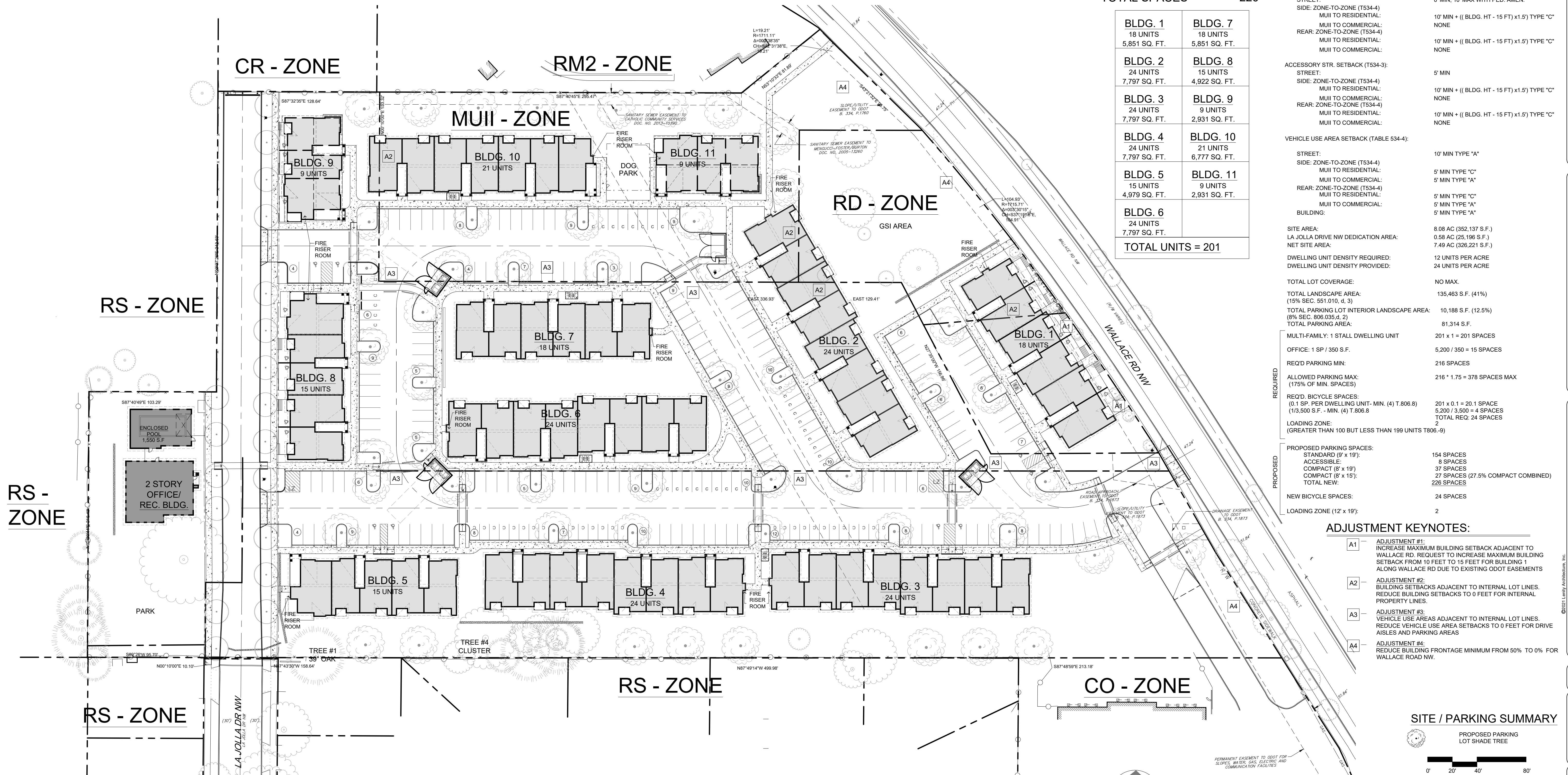
OWNER:
3030 RIVERBEND LLC.
PO BOX 5850
SALEM, OR 97304

ARCHITECT:
LENITY ARCHITECTURE
3150 KETTLE CT. SE.
SALEM, OR 97301
PHONE: (503) 399-1090
FAX: (503) 399-0565
PROJECT ARCHITECT: LEE GWYN
lee@lenityarchitecture.com

CIVIL ENGINEER:
WESTECH ENGINEERING, INC.
STEVE WARD, PE
3841 FAIRVIEW IND. DR. STE 100
SALEM, OR 97302
503.585.2474
SWARD@WESTECH-ENG.COM

STANDARD SPACES-	154
ACCESSIBLE SPACES -	8
COMPACT SPACES -	64
TOTAL SPACES -	<u>226</u>

BLDG. 1 18 UNITS 5,851 SQ. FT.	BLDG. 7 18 UNITS 5,851 SQ. FT.
BLDG. 2 24 UNITS 7,797 SQ. FT.	BLDG. 8 15 UNITS 4,922 SQ. FT.
BLDG. 3 24 UNITS 7,797 SQ. FT.	BLDG. 9 9 UNITS 2,931 SQ. FT.
BLDG. 4 24 UNITS 7,797 SQ. FT.	BLDG. 10 21 UNITS 6,777 SQ. FT.
BLDG. 5 15 UNITS 4,979 SQ. FT.	BLDG. 11 9 UNITS 2,931 SQ. FT.
BLDG. 6 24 UNITS 7,797 SQ. FT.	
<u>TOTAL UNITS = 201</u>	



PHASE II MASTER PLAN OVERALL SITE PLAN
SCALE: 1" = 40'
REVISED 2020.01.13

3030 RIVERBEND LLC
PO BOX 5850 SALEM OR 97304
(503) 931-1739

RIVERBEND APARTMENTS
PHASE 2
WALLACE RD. NW SALEM OR 97304

PLAN REVIEW CLASS III

DATE
05/06/2022








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SHEET

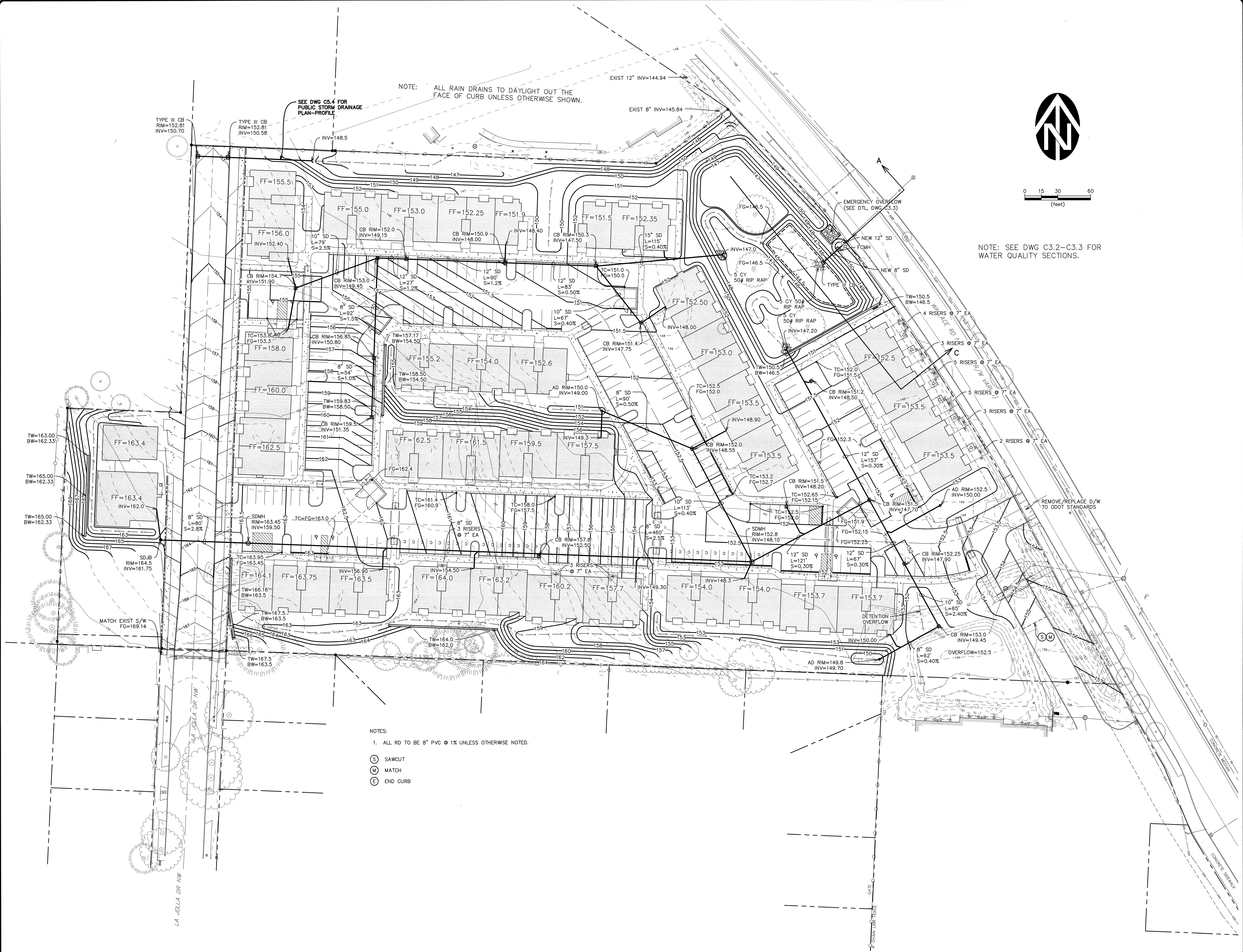
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SITE PLAN REVIEW SET 05.06.22

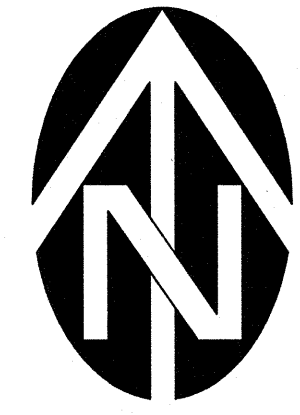


<u>LEGEND</u>	
	LANDSCAPING
	AC/PCC PAVEMENT
	SIDEWALK
	WQ
	EXISTING PWMT, CONCRETE, BUILDING, OR GRAVEL
	BIO BAGS/CHECK DAM
	SILT SACK/INLET PROTECTION USE BIO BAGS ON CURB INLET CATCH BASINS. USE SILT SACKS ON STANDARD CATCH BASINS.

SCOTT MARTIN						RIVERBEND ROAD SITE PHASE II						DRAWING C2.4																																			
												JOB NUMBER 3048.3002.0																																			
 <p>WE CONSULTING ENGINEERS AND PLANNERS</p> <p>3041 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302 Ph: (503) 588-1300 Fax: (503) 580-3666 E-mail: we@weconsulting.com</p>																								<div style="text-align: center;">SCALE</div> <div>HORIZ:</div> <div>VERT:</div> <div>DSN. SAW</div> <div>DEN. SAW</div> <div>DATE: FEB 2022</div>												<div>PER DEC COMMENTS</div> <div>NO.</div> <div>DATE</div> <div>DESCRIPTION</div> <div>REVISIONS</div>											
												1												09/13/21												AS											
																																				BY											



NOTE: ALL RAIN DRAINS TO DAYLIGHT OUT THE
FACE OF CURB UNLESS OTHERWISE SHOWN.



NOTE: SEE DWG C3.2-C3.3 FOR
WATER QUALITY SECTIONS.

REMOVE/REPLACE D/W
TO ODOT STANDARDS



NOTES:

1. ALL RD TO BE 8" PVC @ 1% UNLESS OTHERWISE NOTED.

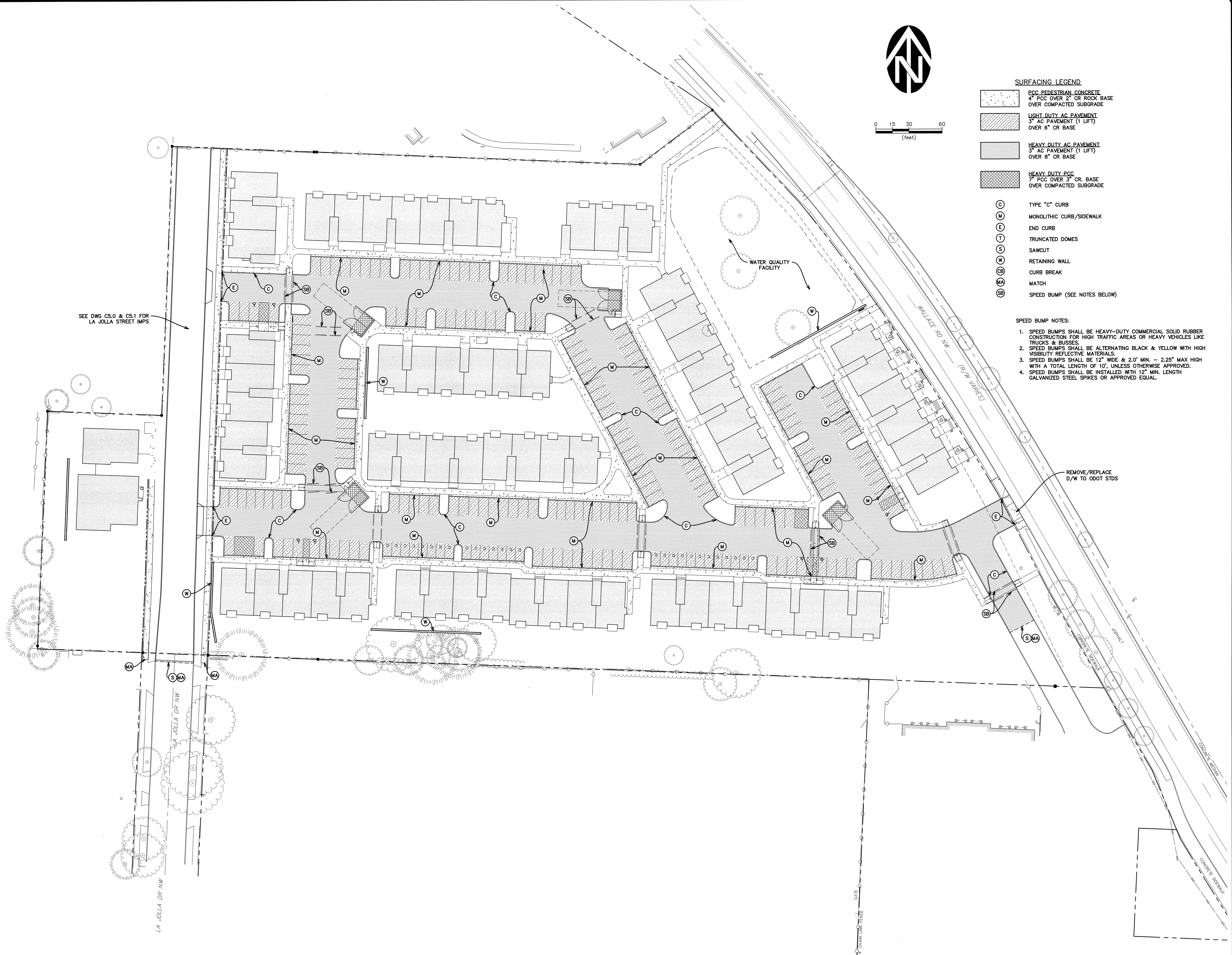
(S) SAWCUT

(M) MATCH

(E) END CURB

SCOTT MARTIN RIVERBEND ROAD SITE PHASE II		DRAWING C3.0 JOB NUMBER 3048.3002.0	
GRADING & DRAINAGE PLAN		3841 Fowler Road, Portland, OR 97202 Phone: 503.586.7424 Fax: 503.586.7425 E-mail: westtech@westech-eng.com	
 WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS			
SCALE		HORIZ:	
VERT:		NO. DATE	
DSN. SAW		1	
CDD. SAW		DATE: FEB 2022	
REVISIONS		BY	

4/18/2022 3:45:52 PM
R:\Veng\Morin, Scott\Riverbend Rd Phase II\Civil\Plans\C3.1 Surfacing.dwg (C3.1.rvt)



SCOTT MARTIN
RIVERBEND ROAD SITE PHASE II

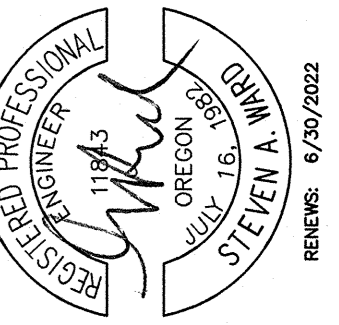
SURFACING PLAN

DRAWING
C3.1

JOB NUMBER

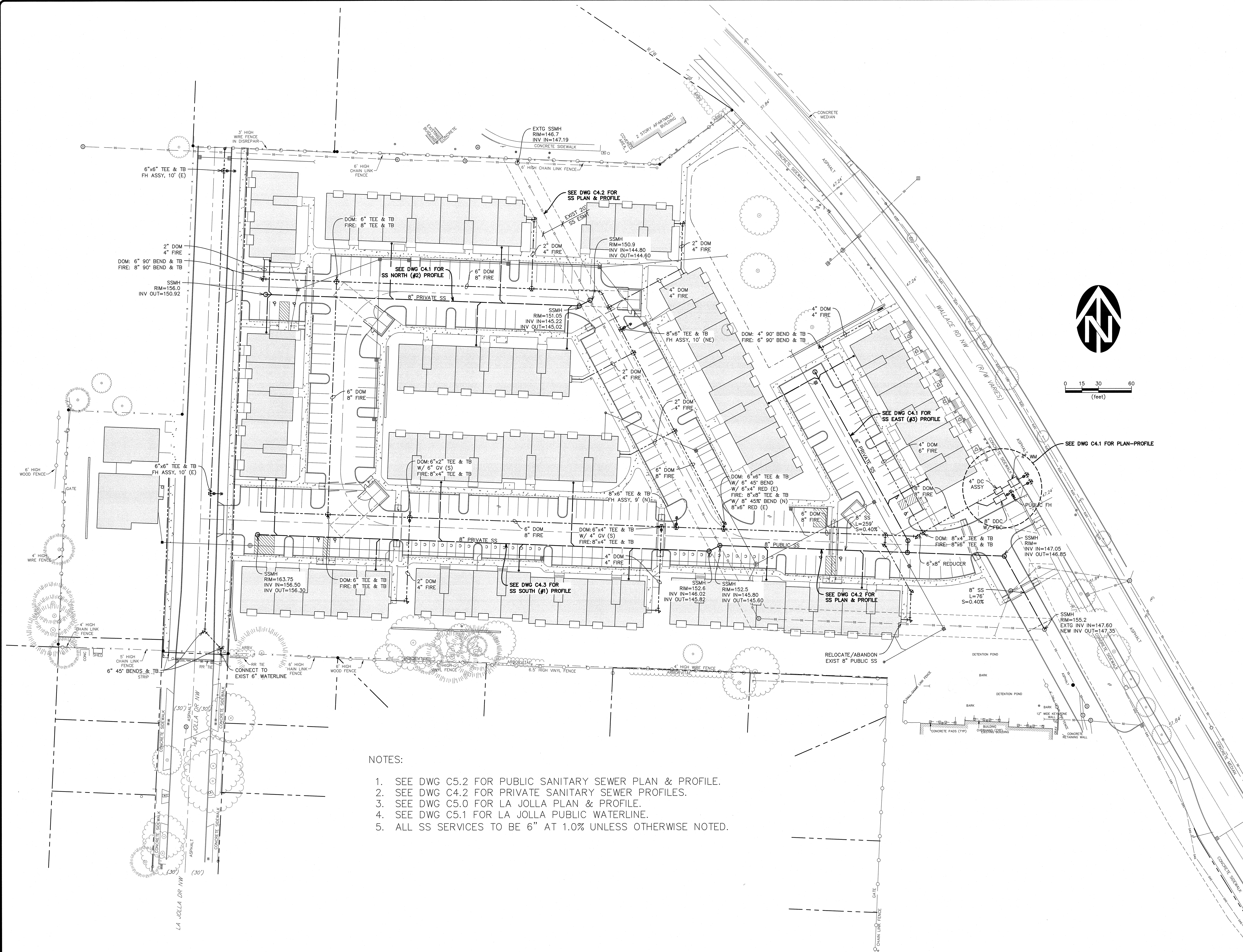
3048.3002.0

WE
WESTTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-3800 Fax: (503) 585-3888
E-mail: westtech@westtech-eng.com



SCALE
HORIZ: 1\"/>

NO.	DATE	DESCRIPTION	BY
1	6/29/2022	ISSUED FOR PERMIT	SM



NOTES:

1. SEE DWG C5.2 FOR PUBLIC SANITARY SEWER PLAN & PROFILE.
2. SEE DWG C4.2 FOR PRIVATE SANITARY SEWER PROFILES.
3. SEE DWG C5.0 FOR LA JOLLA PLAN & PROFILE.
4. SEE DWG C5.1 FOR LA JOLLA PUBLIC WATERLINE.
5. ALL SS SERVICES TO BE 6" AT 1.0% UNLESS OTHERWISE NOTED.



0 15 30 60
(feet)

SCOTT MARTIN RIVERBEND ROAD SITE PHASE II		DRAWING C4.0	
OVERALL UTILITY PLAN		JOB NUMBER 3048.3002.0	
WESTTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3541 Fairview Industrial Dr., S.E., Suite 100, Salem, OR 97302 Phone: (503) 880-3960 E-mail: westtech@westtech-eng.com		DATE: FEB 2022	
SCALE HORIZ: 1"=40' VERT: 1"=4'		BY: [blank]	
DESIGN: [blank]		CHECK: [blank]	
DRAWN: [blank]		REVISIONS	
DATE: FEB 2022		NO. DATE	
DATE: FEB 2022		NO. DATE	



SCOTT MARTIN

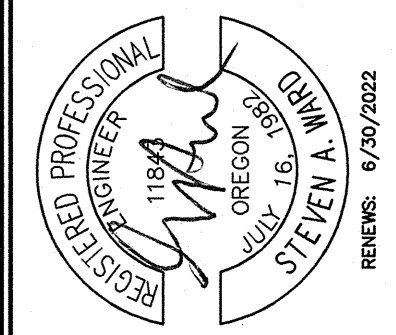
FIRE ACCESS/FIRE HYDRANT PLAN

DRAWING
C4.2
JOB NUMBER
048.3002.0

WE

WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS

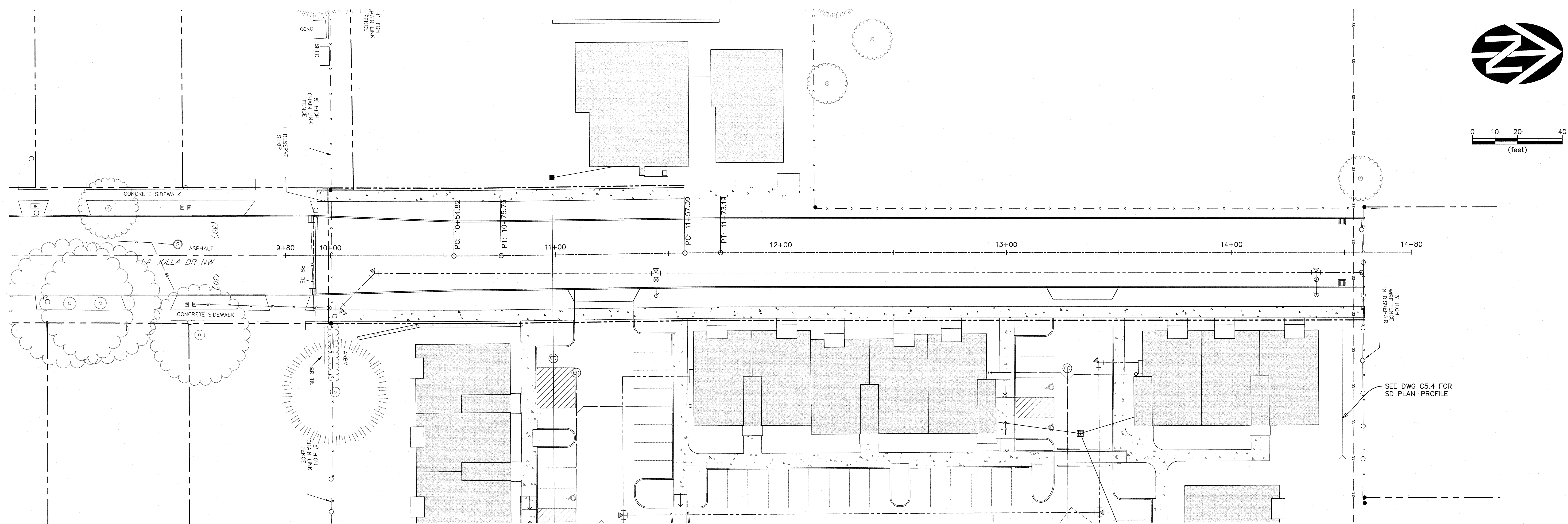
3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97301
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com



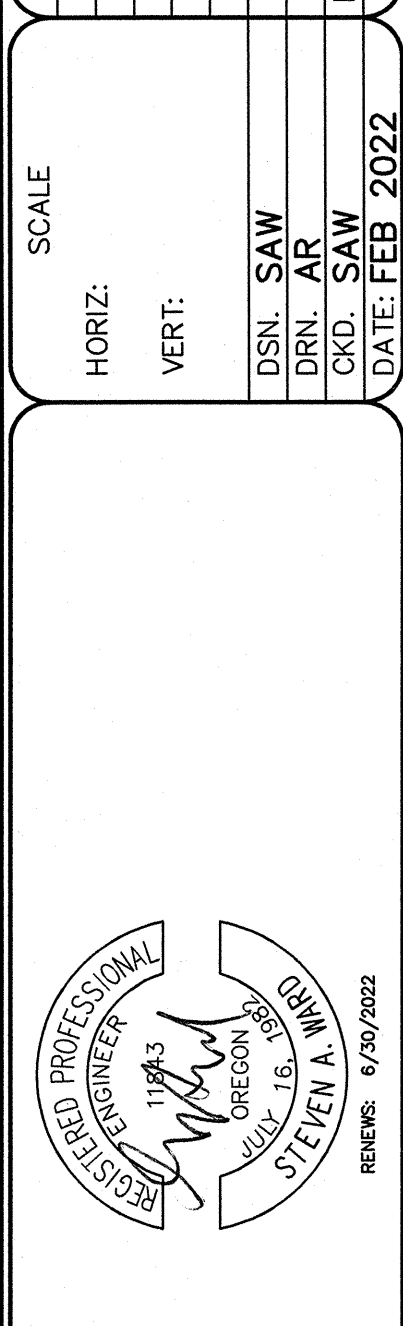
HORIZ:

SCALE

CD	NO.	DATE	DESCRIPTION
1	09/13/21	ADDED FIRE ACCESS PLAN	



4/18/2022 3:51:19 PM
R: \\Dwg\\Martin, Scott\\Riverbend Rd Phase II\\Civil\\Plots\\C5.0 La Jolla Street P-P.dwg, (C5.0 tab)



WESTECH ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS

41 Farview Industrial Dr., S.E., Suite 100, Salem, OR 97302
Phone: (503) 585-2474 Fax: (503) 585-3986
E-mail: westech@westech-eng.com

DRAWING C2.0	
JOB NUMBER 3048.3002.0	
SCOTT MARTIN RIVERBEND ROAD SITE PHASE II EXISTING CONDITIONS, EROSION CONTROL & DEMOLITION PLAN	



1 BUILDING #1 REAR ELEVATION FACING WALLACE RD NW



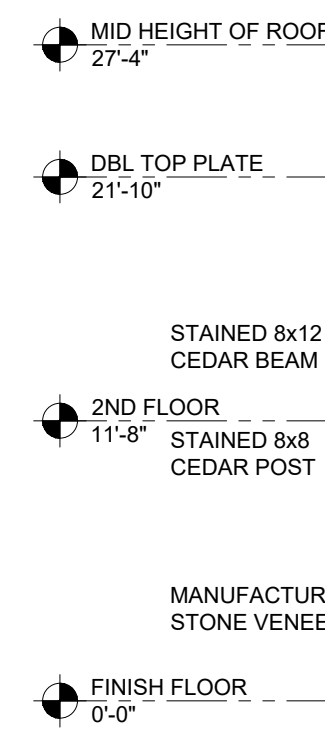
8 BUILDING #8 REAR ELEVATION FACING LA JOLLA DR NW



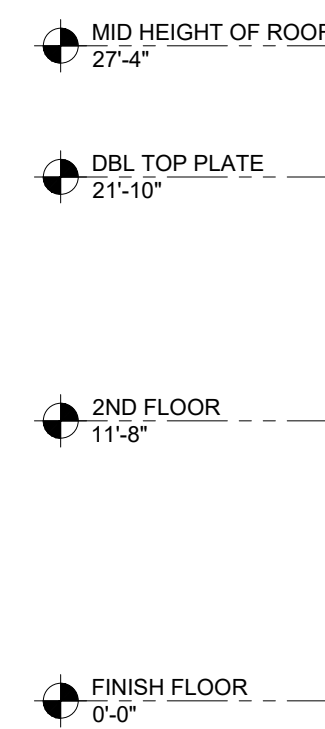
9 BUILDING ~~#8~~ REAR ELEVATION FACING LA JOLLA DR NW

ELEVATIONS

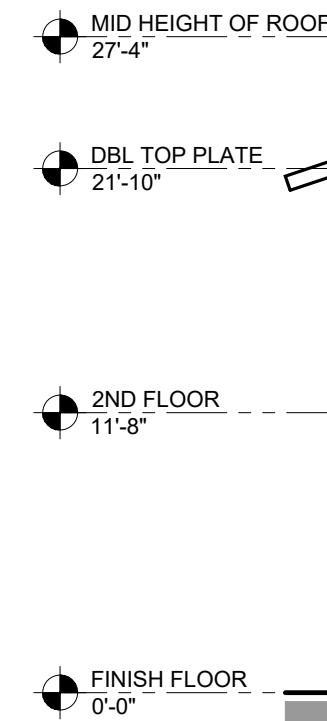
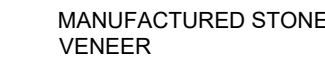
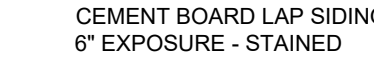
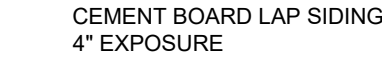
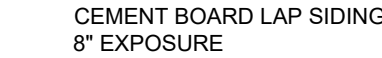
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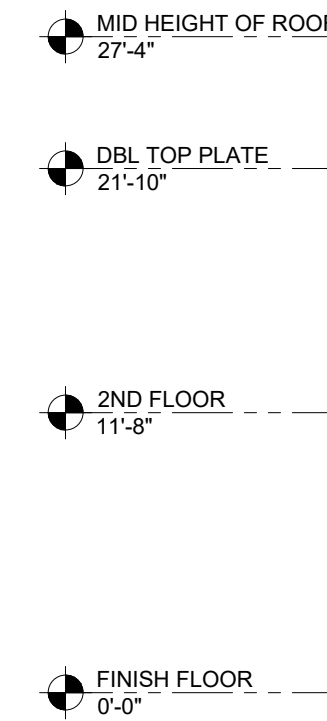
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B SCALE: 1/8"=1'-0"



C **BACK**
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D EAST
SCALE: 1/8"=1'-0"



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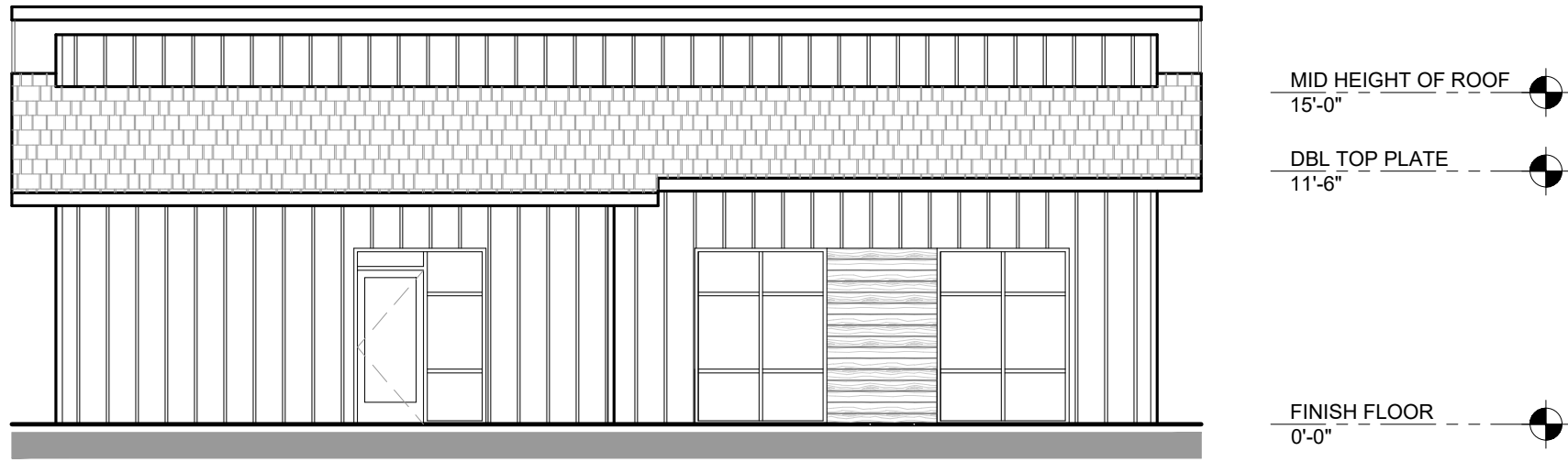
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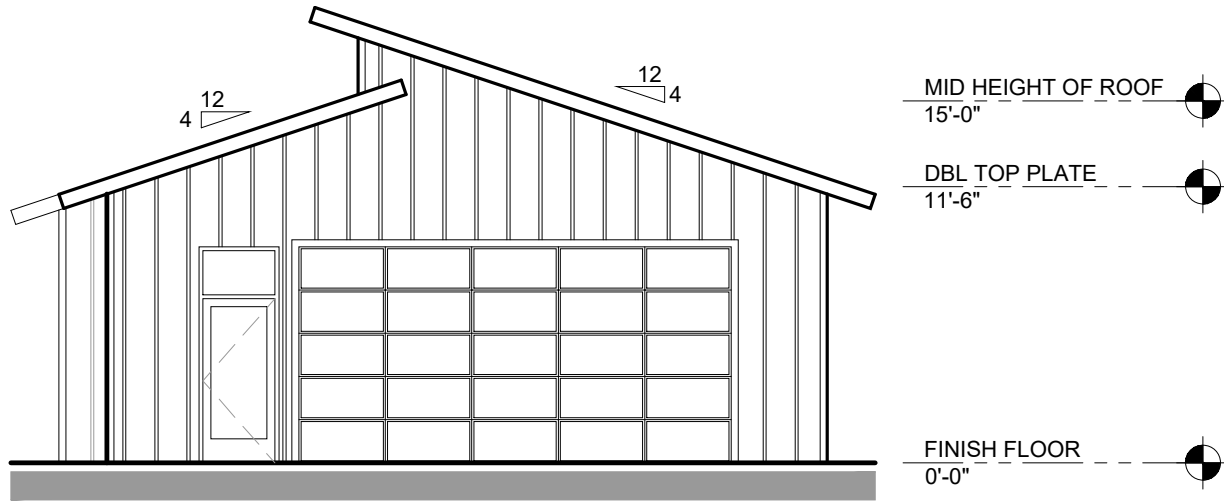
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SITE PLAN REVIEW SET 03.05.21

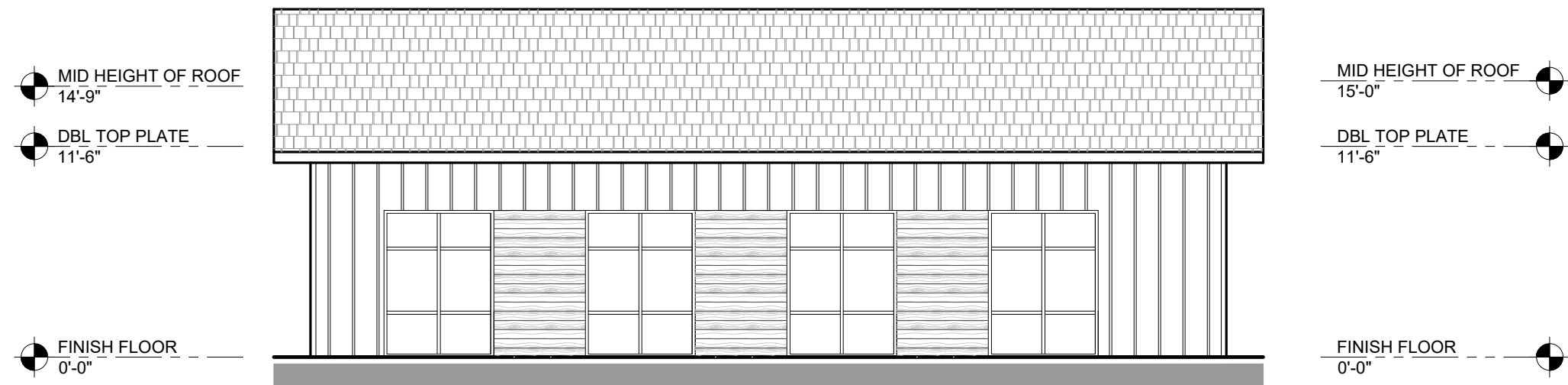
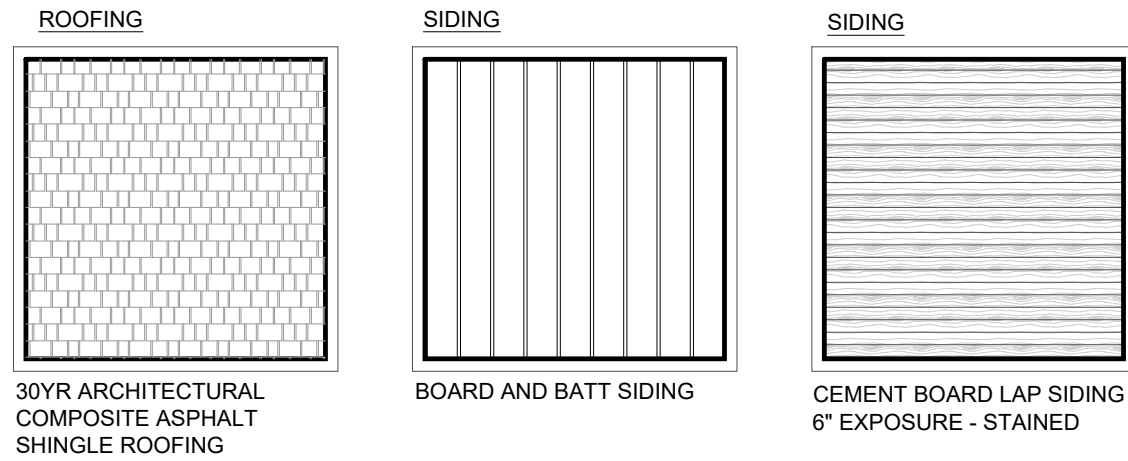
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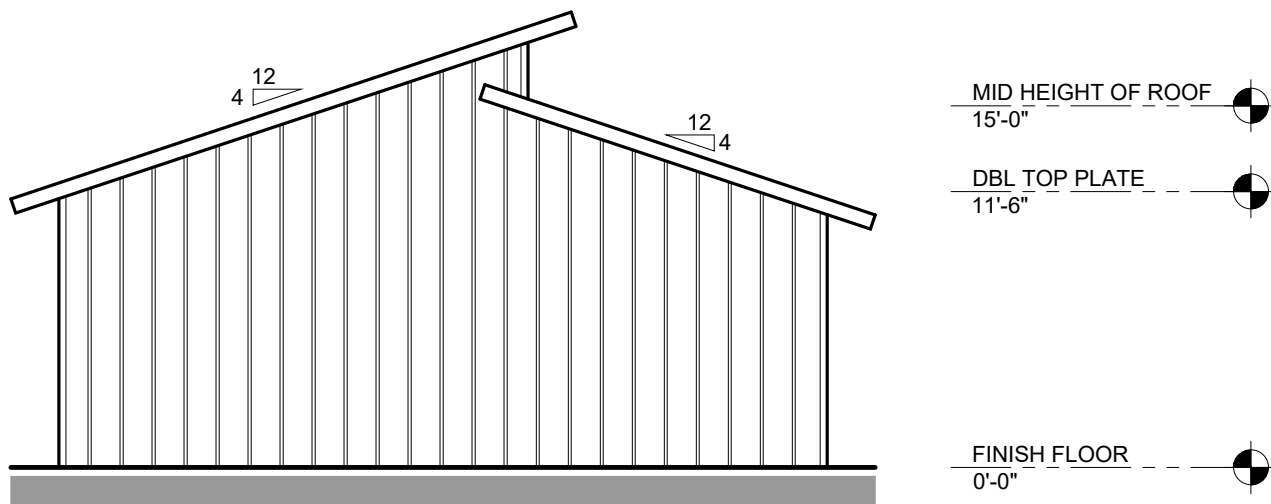
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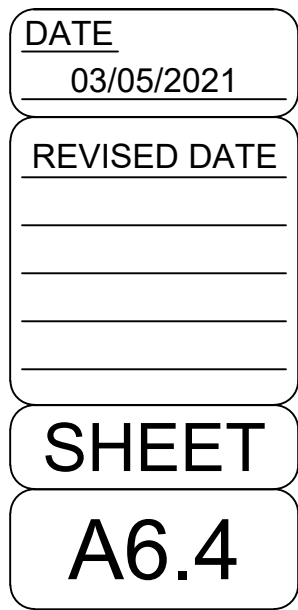
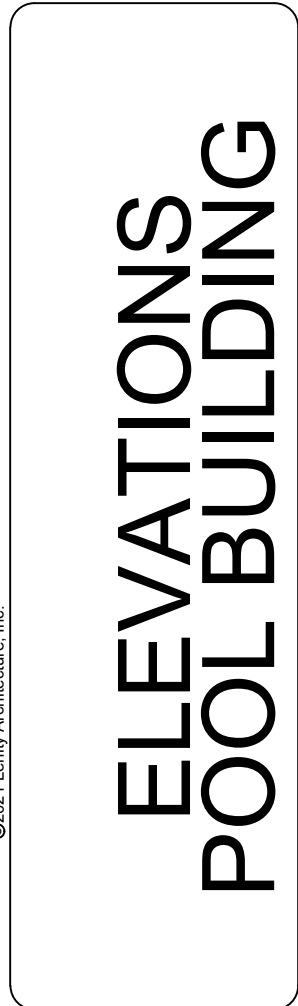
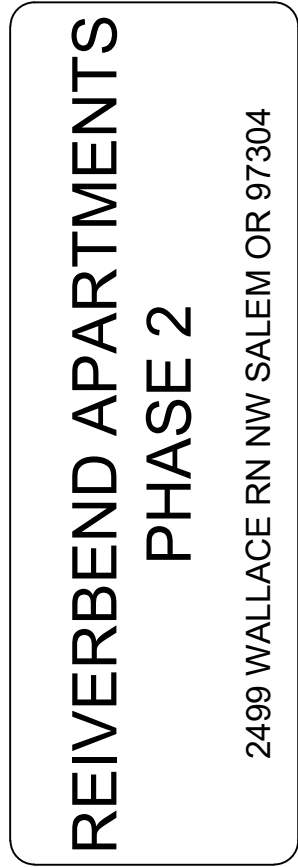
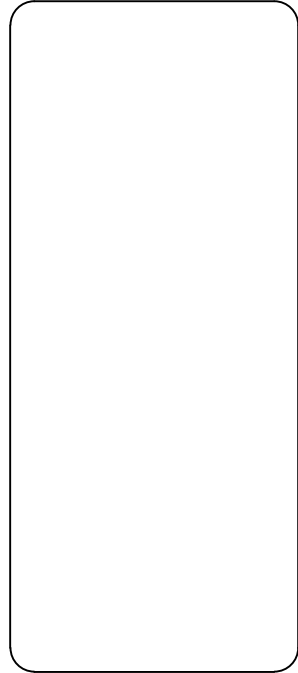
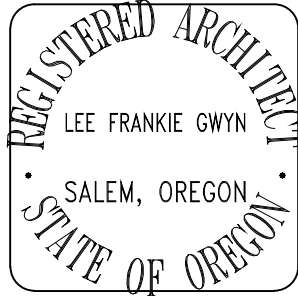
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SCALE: 1/8"=1'-0"



C NORTH ELEVATION
SCALE: 1/8"=1'-0"



D WEST ELEVATION
SCALE: 1/8"=1'-0"





STAFF NOTE: TREE VARIANCE IS BEING PROCESSED AS A SEPARATE, CONCURRENT APPLICATION; LOT LINE ADJUSTMENT APPLICATION HAS NOT BEEN SUBMITTED

SHAREHOLDERS

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Architect
Lee Gwyn
Architect
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Engineer
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Landscape Architect

RIVERBEND APARTMENTS – WRITTEN STATEMENT SITE PLAN REVIEW – CLASS 3, ADJUSTMENT – CLASS 2, ~~TREE VARIANCE,~~ ~~LOT LINE ADJUSTMENT~~

Exhibit E

June 10, 2022

PAGES THAT DO NOT INCLUDE APPLICANT'S WRITTEN RESPONSES RELEVANT TO THE SPR-ADJ21-25 APPLICATION HAVE BEEN DELETED FROM THIS ATTACHMENT

Project Description:

The proposed project would construct a new multi-family residential along Wallace Rd NW between Brush College Rd NW and River Bend Rd NW in West Salem. The subject properties are currently zoned MU-II and RD and consist of approximately 8.08 acres. The Comprehensive Plan designation for the subject properties is Mixed-Use (MU) and Multi-Family Residential (MF).

Existing structures on site include single-family homes that will be removed to establish the proposed multi-family development.

The proposed development will consist of a total of 201 multi-family dwelling units. A total of 226 parking spaces will be provided. Each dwelling unit contains two bedrooms, bathrooms, living space, kitchen, and a private patio (ground floor units) or decks.

Property Ownership/Configuration:

All 5 separate parcels are now owned by 3030 Riverbend LLC. One of the subject properties is under separate ownership but is under contract to purchase by 3030 Riverbend LLC. A lot line adjustment is sought to consolidate the parcels into a single unit of land

Adjustment Requests:

The proposed development is seeking four (4) adjustments to the following standards:

Adjustment #1: Increase the maximum setback adjacent to Wallace Rd for Building 1 from 10 feet to 15 feet.

Adjustment #2: Building setbacks adjacent to internal lot lines. Reduce building setbacks to zero (0) feet for internal property lines.

Adjustment #3: Vehicle use areas adjacent to internal lot lines. Reduce vehicle use area setbacks to zero (0) feet for drive aisles and parking areas.

Adjustment #4: Reduce minimum required building frontage from 50% to 0% for properties with frontage on Wallace Rd NW.

Applicable Review and Decision Criteria:

Chapter 534 – Mixed Use-II

Sec. 534.010 – Uses

Sec. 534.015. - Development standards.

Development within the MU-II zone must comply with the development standards set forth in this section.

(a) Lot standards. Lots within the MU-II zone shall conform to the standards set forth in Table 534-2.

TABLE 534-2

LOT STANDARDS

Lot Area – All Uses - None

Lot Width – All Uses-- None

Lot Depth – All Uses -- None

Street Frontage – All Uses – 16 ft.

(b) Dwelling unit density. Development within the MU-II zone that is exclusively residential shall have a minimum density of 12 dwelling units per acre.

Applicant Response: The gross site acreage of the five parcels proposed for development is 8.08 acres. The required minimum density based on a net developable area of 7.49 acres x 12 dwelling units/acre = 90 dwelling units. The proposed development would construct 201 dwelling units (201 du/7.49 acre = 26.8 du/acre) which exceeds the minimum number of 12 dwelling units/acre.

(c) Setbacks. Setbacks within the MU-II zone shall conform to the standards set forth in Tables 534-3 and 534-4.

Applicant Response: The proposed development complies with most setbacks. An adjustment is sought along Wallace Rd. where conformance is hindered by an existing permanent easement.

CHAPTER 534. - MIXED USE-II

Sec. 534.001. - Purpose.

The purpose of the Mixed Use-II (MU-II) zone is to identify allowed uses, establish development standards that promote pedestrian-oriented development in vibrant mixed-use districts, and encourage a mix of compatible uses in multi-story buildings.

Sec. 534.010. - Uses.

(a) The permitted (P), special (S), conditional (C), and prohibited (N) uses in the MU-II zone are set forth in Table 534-1.

TABLE 534-1
USES

Table 534-1: Uses		
	Status	

Household Living		
Single family	P	The following single family activities: <ul style="list-style-type: none"> • Townhouse. • Residential home, as defined under ORS 197.660.
	N	All other single family.
Two family	N	
Three family	P	
Four family	P	
Multiple family	P	
Group Living		
Room and board	P	Room and board serving 5 or fewer persons.
	C	Room and board serving 6 to 75 persons.
	N	All other room and board
Residential care	P	The following residential care activities: <ul style="list-style-type: none"> • Residential facility, as defined under ORS 197.660. • Assisted living.
	N	All other residential care.
Nursing care	N	
Lodging		
Short-term commercial lodging	P	
Long-term commercial lodging	N	
Non-profit shelters	P	Non-profit shelters serving 5 or fewer persons.
	C	Non-profit shelters serving 6 to 75 persons.
	N	All other non-profit shelters.

Keeping of livestock and other animals	N	
Animal services	P	
Other Uses		
Home occupations	S	Home occupations, subject to SRC 700.020.
Accessory dwelling units	S	Accessory dwelling units, subject to SRC 700.007.

- (b) *Prohibited uses.* Notwithstanding Table 534-1, any permitted, special, or conditional use within the MU-I zone shall be a prohibited use if developed with a drive-through.
- (c) *Continued uses.* Existing uses within the MU-II zone established prior to September 12, 2018, but which would otherwise be made non-conforming by this chapter, are hereby deemed continued uses.
- (1) Buildings or structures housing a continued use may be structurally altered, enlarged, or rebuilt following damage or destruction, provided:
 - (A) Such alteration, enlargement, or rebuilding of a conforming development complies with the standards in this chapter; or
 - (B) Such alteration, enlargement, or rebuilding of a continued development complies with the standards set forth in SRC 534.015(g).
 - (2) A continued use shall terminate if the building or structure ceases to be occupied for that continued use for any reason for a continuous period of one year.
 - (3) Conversion of the building or structure to a conforming use shall thereafter prevent conversion back to the former continued use or any other continued use.

Applicant Response: The proposed development includes new multi-family dwelling units. Multi-family dwelling units are listed as a permitted use under Table 534-1: Uses. No continued or prohibited uses are proposed.

Sec. 534.015. - Development standards.

Development within the MU-II zone must comply with the development standards set forth in this section.

- (a) *Lot standards.* Lots within the MU-II zone shall conform to the standards set forth in Table 534-2.

TABLE 534-2 LOT STANDARDS

Table 534-2: Lot Standards

Requirement	Standard	Limitations & Qualifications
Lot Area		
All Uses	None	
Lot Width		
All Uses	None	
Lot Depth		
All Uses	None	
Street Frontage		
All Uses	16 ft.	

Applicant Response: The proposed development site consists of 5 separate parcels totaling approximately 8.08 acres.

Taxlot 1301 (no site address) has approximately 112' of street frontage along Wallace Rd NW (State Highway 221).

Taxlot 1300 (2539 Wallace Rd NW) has approximately 189' feet of street frontage along Wallace Rd NW.

Taxlot 1101 (2519 Wallace Rd NW) has approximately 136' feet of street frontage along Wallace Rd NW.

Taxlot 1000 (2499 Wallace Rd NW) has approximately 195 feet of street frontage along Wallace Rd NW.

Taxlot 900 (2501 Wallace Rd NW) is currently landlocked and does not have frontage on Wallace Rd NW.

A lot consolidation is proposed as part of this application to consolidate the five separate parcels into one (1) unit of land. Additional street frontage will be developed with the extension of La Jolla Drive.

An adjustment is requested to reduce the minimum street frontage required from 16 feet to 0 feet for building 1 along Wallace Rd.

- (b) *Dwelling unit density.* Development within the MU-II zone that is exclusively residential shall have a minimum density of 12 dwelling units per acre.

Applicant Response: The proposed development consists of 5 separate parcels totaling approximately 8.08 acres. A total of 189 dwelling units are proposed. Therefore 189 dwelling units / 8.08 acres = approximately 23.4 dwelling units per acre. The proposed development exceeds the minimum dwelling unit density. The above criterion is satisfied.

- (c) *Setbacks.* Setbacks within the MU-II zone shall conform to the standards set forth in Tables 534-3 and 534-4.

**TABLE 534-3
SETBACKS**

Table 534-3: Setbacks		
Requirement	Standard	Limitations & Qualifications
Abutting Street		
Buildings		
All uses	0 ft.	(1) Maximum setback of up to 10 feet is permitted if the setback area is used for pedestrian amenities.
		(2) A minimum setback of five feet to a maximum setback of 10 feet is permitted for ground-floor residential uses if horizontal separation is provided pursuant to 534.015(h).
Accessory Structures		
All uses	Min. 5 ft.	
Vehicle Use Areas		
All uses	Per SRC chapter 806	The use of a berm under 806.035(c)(2)(B) is prohibited.
Interior Side		
Buildings		
All uses	Zone-to-zone setback (Table 534-4)	
Accessory Structures		

All uses	Zone-to-zone setback (Table 534-4)	
Vehicle Use Areas		
All uses	Zone-to-zone setback (Table 534-4)	
Interior Rear		
Buildings		
All uses	Zone-to-zone setback (Table 534-4)	
Accessory Structures		
All uses	Zone-to-zone setback (Table 534-4)	
Vehicle Use Areas		
All uses	Zone-to-zone setback (Table 534-4)	

Applicant Response: The proposed buildings conform to the minimum and maximum setbacks above except for Building 1 along Wallace Rd. Due to an ODOT slope/utility easement and need for a large storm water quality facility, there is a constraint on the number of multi-family units that can be placed near the front property line along Wallace Rd. An adjustment is being sought to increase the maximum setback from 10 feet to 12 feet for Building 1 along Wallace Rd NW.

**TABLE 534-4
ZONE-TO-ZONE SETBACKS**

Table 534-4: Zone-to-Zone Setbacks			
Abutting Zone	Type of Improvement	Setback	Landscaping & Screening
EFU	Buildings and accessory structures	None	N/A
	Vehicle use areas	Min. 5 ft. ⁽¹⁾	Type A
Residential zone	Buildings and accessory structures	Min. 10 ft. plus 1.5 feet for each 1 foot of building height above 15 feet ⁽²⁾	Type C
	Vehicle Use Areas	Min. 5 ft.	Type C
Mixed-use zone	Buildings and accessory structures	None	N/A
	Vehicle use areas	Min. 5 ft. ⁽¹⁾	Type A
Commercial zone	Buildings and accessory structures	None	N/A
	Vehicle use areas	Min. 5 ft. ⁽¹⁾	Type A
Public zone	Buildings and accessory structures	None	N/A
	Vehicle use areas	Min. 5 ft. ⁽¹⁾	Type A
Industrial and employment zone	Buildings and accessory structures	None	N/A
	Vehicle use areas	Min. 5 ft. ⁽¹⁾	Type A
Limitations & Qualifications			
(1) Zone-to-zone setbacks are not required abutting an alley.			
(2) The additional 1.5-feet for each 1-foot of building height above 15 feet does not apply abutting a creek.			

Applicant Response: Four of the subject parcels that are part of the proposed development are zoned MU-II. The proposed development property is adjacent to properties zoned AF-10 (Polk County) to the

east, RM2 and CR to the north, RS to the west, and RS and CO to the south. The zone-to-zone setback adjacent to residential zones is dependent upon the proposed building heights.

All proposed multi-family buildings, excepting Building 1, are 31 feet, 6 inches in height. Building 1 is 33 feet, 4 inches in height.

Except for Building 1, minimum setbacks along residential zones would be 34.75 feet. $31.5 \text{ feet} - 15 \text{ feet} = 16.5 \text{ feet} \times 1.5 \text{ feet} = 24.75 \text{ feet} + 10 \text{ feet minimum setback} = 34.75 \text{ feet}$. The proposed setback along residentially zoned properties is a minimum of 34.75 feet along the east and south sides.

- (d) *Lot coverage; height; building frontage.* Buildings and accessory structures within the MU-II zone shall conform to the lot coverage, height, and building frontage standards set forth in Table 534-5.

**TABLE 534-5
LOT COVERAGE; HEIGHT; BUILDING FRONTAGE**

Table 533-5: Lot Coverage; Height; Building Frontage		
Requirement	Standard	Limitations & Qualifications
Lot Coverage		
Buildings and Accessory Structures		
All uses	No Max.	
Rear Yard Coverage		
Buildings		
All uses	NA	
Accessory Structures		
All uses	No Max.	
Height		
Buildings and Accessory Structures		
All uses	Max. 45 ft.	Applicable to buildings on a lot or lots that are contiguous to a National Register Residential Historic District. For the purposes of this standard, contiguous shall include a lot or lots that are separated from a National Register Residential Historic District by an alley.

	Max. 55 ft.	Applicable to buildings on all other lots.
Building Frontage		
Buildings and Accessory Structures		
All uses	Min. 50%	(1) For corner lots, this standard must be met on the frontage of the street with the highest street classification. For the intersecting street, the building frontage standard is a minimum of 40%.
		(2) For corner lots where both streets have the same classification, the applicant may choose on which street to meet the minimum 50% building frontage standard and on which street to meet the minimum 40% building frontage standard.

Applicant Response: The MU-II does not have a maximum lot coverage standard.

The proposed 3-story multi-family buildings, except Building 1, are approximately 31 feet, 6 inches in height.

Building 1 is approximately 33 feet, 4 inches in height.

The proposed office/recreational building is 2-stories and approximately 27 feet, 4 inches in height.

The proposed pool building is a single story and is approximately 14 feet in height.

All proposed building are less than the maximum height of 45 feet.

The proposed development site includes approximately 632 feet of building frontage along Wallace Rd. Building 1 is approximately 134 feet long. Therefore, 134 feet building / 632 feet roadway frontage = 21.2% building frontage.

An adjustment is requested to reduce the building frontage from 50% to 21.2% due the need for an access point on the northern portion of the site and driveway connection on the southern portion of the site and drainage facility.

- (e) *Parking.* Required off-street parking shall not be located on a new standalone surface parking lot in the MU-I zone or MU-II zone.

Applicant Response: The proposed parking is on the same site and is accessory to the proposed multi-family development and is not a standalone parking lot.

- (f) *Landscaping.*
 - (1) *Setback areas.* Required setbacks, except setback areas abutting a street that provide pedestrian amenities or horizontal separation pursuant to [SRC] 534.015(h), shall be landscaped. Landscaping shall conform to the standards set forth in SRC chapter 807.

Applicant Response: Setback areas will be landscaped in accordance with SRC Chapter 807. See below for detailed responses for site landscaping.

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

Applicant Response: Vehicle use areas will be landscaped in accordance with SRC Chapters 806 and 807. See below for detailed responses for vehicle use area landscaping.

- (g) *Continued development.* Buildings and structures existing within the MU-II zone on September 12, 2018, that would be made non-conforming development by this chapter are hereby deemed continued development. The owner shall have the burden to demonstrate continued development status under this subsection.

- (1) *Single family uses.*

- (A) *Buildings.* Continued development housing a continued single family use may be structurally altered or enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding conforms to development standards of the Single Family Residential (RS) zone set forth in SRC chapter 511 and to all other applicable provisions of the UDC, except for lot size and dimension standards in SRC chapter 511.

- (B) *Accessory structures.* Existing accessory structures on the same property as a continued single family use may be structurally altered or enlarged, or rebuilt following damage or destruction, and new accessory structures to a continued use may be constructed, provided such alteration, enlargement, rebuilding, or new accessory structure construction conforms to the development standards of the Single Family Residential (RS) zone set forth in SRC chapter 511, except the lot size and dimensions standards, and to all other applicable provisions of the UDC.

- (C) *Option to rebuild in same location.* Notwithstanding SRC 543.015(h)(1)(A) and (B), any continued development housing a continued single family use or associated accessory structure rebuilt following damage or destruction may either be located on the same location on the lot as the original building or structure, or in compliance with the setbacks of the Single Family Residential (RS) zone set forth in SRC 511.010(b).

- (2) *All other uses.* Continued development, housing a use other than a continued single family use, may be structurally altered, enlarged, or rebuilt following damage or destruction, provided such alteration, enlargement, or rebuilding conforms to the following standards:

- (A) *Minor alterations.* Exterior alterations to buildings that alter less than 20 percent of an existing building facade area facing a primary street are exempt from all of the development standards in this chapter. Such alterations shall not increase the building facade's nonconformity to the pedestrian-oriented design standards in Table 534-6.

- (B) *Minor additions.* Additions to buildings that enlarge or alter an existing building facade area facing a primary street by less than 20 percent are exempt from all of the development standards in this chapter except for interior setbacks, parking, landscaping, and maximum height standards. Such additions shall not increase the building facade's nonconformity to the pedestrian-oriented design standards in Table 534-6.

- (C) *Major alterations.* Exterior alterations to buildings that alter between 20 percent and 60 percent of an existing building facade area facing a primary street shall decrease that building facade's nonconformity to all pedestrian-oriented design standards in Table 534-6 that are applicable to that alteration. Such alterations are exempt from all other development standards in this chapter.

- (D) *Major additions.* Additions to buildings that enlarge or alter an existing building facade area facing a primary street by between 20 percent and 60 percent shall:

- (i) Comply with a minimum of three of the pedestrian-oriented design standards in Table 534-6; or
- (ii) Comply with a minimum of one of the pedestrian-oriented design standards in Table 534-6 and add perimeter landscaping in vehicle use areas if such landscaping is not already required under SRC 534.015(f).

For the purposes of [SRC] 534.015(h)(2)(C)(i) and (ii), the pedestrian-oriented design standards in Table 534-6 shall apply to the addition. Major additions must meet all other development standards in this chapter except for building frontage and maximum setback abutting a street.

- (E) *Substantial alterations.* Exterior alterations to buildings that alter more than 60 percent of an existing building facade area facing a primary street shall meet all applicable pedestrian-oriented design standards in Table 534-6. Such alterations are exempt from all other development standards in this chapter.
- (F) *Substantial additions or redevelopment.* Additions to buildings that enlarge or alter an existing building facade area facing a primary street by more than 60 percent shall meet all applicable development standards in this chapter. Continued development that is rebuilt following damage or destruction shall meet all development standards in this chapter.

Applicant Response: The existing buildings and uses on site are single-family dwellings. The single-family dwellings will be removed as part of this development. No continued uses will exist on site.

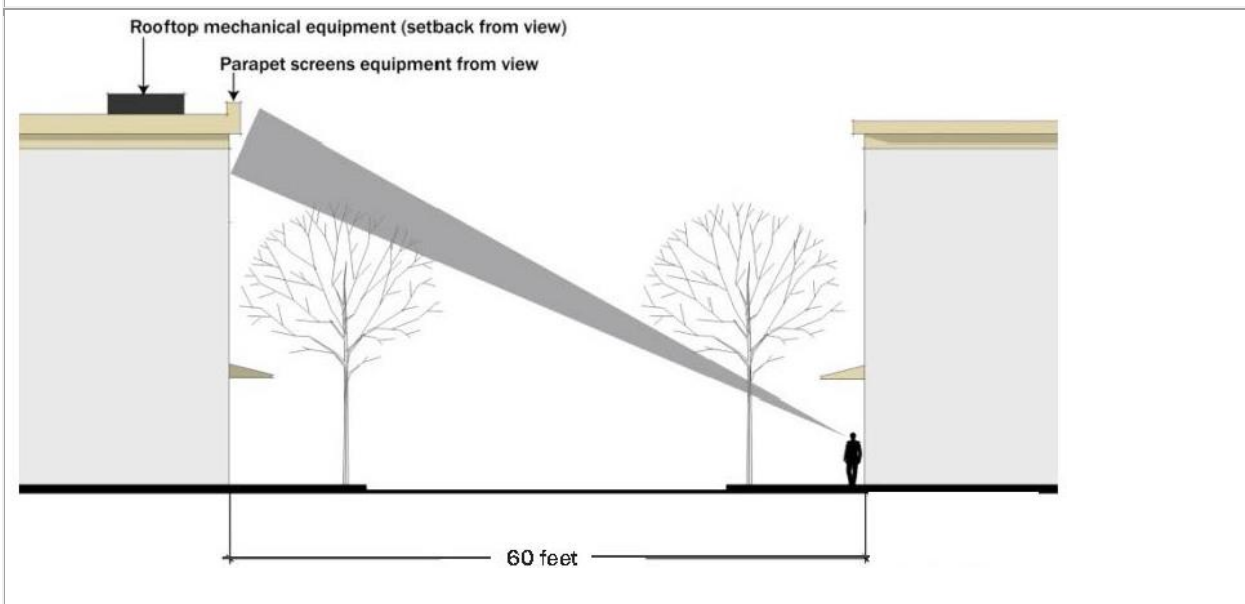
- (h) *Pedestrian-oriented design.* Development within the MU-II zone, excluding development requiring historic design review, shall conform to the pedestrian-oriented design standards set forth in Table 534-6. Any development requiring historic design review shall only be subject to design review according to the historic design review standards or the historic design review guidelines set forth in SRC chapter 230.

**TABLE 534-6
PEDESTRIAN-ORIENTED DESIGN**

Table 534-6: Pedestrian-Oriented Design		
Requirement	Standard	Limitations & Qualifications
Ground Floor Height		
This standard applies to building ground floors on primary streets.	Min. 10 ft.	For the purposes of this standard, ground floor height is measured from the floor to the ceiling of the first floor.
FIGURE 534-1 GROUND FLOOR HEIGHT		



FIGURE 534-9
ROOFTOP MECHANICAL EQUIPMENT



Applicant Response: The design of proposed Building 1 along Wallace Road and Buildings 8 and 9, along the proposed La Jolla Dr extension, will incorporate the pedestrian-oriented standards above. A horizontal separation of 12 feet will be included between the Wallace Rd. right-of-way and dwelling unit entrance. Vertical separation ranges between 1.5 feet and 3 feet. The proposed elevations for Building 1 show a first-floor height of 10 feet.

Building façade articulation is achieved with a change of materials between the base and middle/top floor from board and bat on the base to lap siding on the middle and top. The middle is distinguished by deck extensions of upper levels that are at least two feet or more in depth. The building top is distinguished by incorporating breaks in roof elevation that are a minimum of three feet in height.

Ground floor windows are included that amount to 32% or more of the wall area. See Sheet A6.1 for details and calculation. Window specifications will have a minimum visible transmittance (VT) of 37%.

The ground floor includes a primary building entrance facing the primary street, Wallace Rd. Weather protection in the form of the 2nd story deck above the ground floor entrance.

Weather protection is provided along a minimum of 50% of the Building 1 façade.

Off-street parking and maneuvering areas are located behind structures located along the street, Wallace Road. No parking is proposed between buildings and the adjacent street.

Rooftop mechanical equipment will be screened from view where necessary. No large rooftop units are anticipated.

Sec. 534.020. - Design review.

Design review under SRC chapter 225 is not required for development within the MU-II zone. Multifamily development within the MU-II zone is not subject to design review according to the multiple family design review standards set forth in SRC chapter 702.

- (2) Off-street parking for employees or residents may be located within 2,000 feet of the development site containing the use or activity it serves.
- (d) *South waterfront mixed-use zone.* Within the South Waterfront Mixed Use (SWMU) Zone, required off-street parking may be located anywhere within the South Waterfront Mixed Use (SWMU) Zone. Required off-street parking shall not be located in a different zone.
- (e) *Broadway/High Street Retail Overlay Zone, Broadway/High Street Housing Overlay Zone and Broadway/High Street Transition Overlay Zone.* Within the Broadway/High Street Retail Overlay Zone, Broadway/High Street Housing Overlay Zone and Broadway/High Street Transition Zone, required off-street parking may be located within 800 feet of the development site containing the use or activity it serves.
- (f) *West Salem Central Business District Zone.* Within the West Salem Central Business (WSCB) Zone, required off-street parking may be located within 800 feet of the development site containing the use or activity it serves.
- (g) *Mixed Use-I (MU-I) and Mixed Use-II (MU-II).* Within the Mixed Use-I (MU-I) and Mixed Use-II (MU-II) zones, required off-street parking may be located within 800 feet of the development site containing the use or activity it serves.
- (h) *Exception.* Notwithstanding subsections (a) through (g) of this section, where required off-street parking is to be located off-site from the use or activity it serves, it shall only be located in a zone where the use or activity it serves is allowed, or where commercial parking is allowed.

Applicant Response: Proposed off-street parking will be located on the development site it serves. No off-site parking is proposed.

Sec. 806.015. - Amount off-street parking.

- (a) *Minimum required off-street parking.* Unless otherwise provided under the UDC, off-street parking shall be provided in amounts not less than those set forth in Table 806-1.

TABLE 806-1. MINIMUM OFF-STREET PARKING		
Use	Minimum Number of Spaces Required ⁽¹⁾	Limitations & Qualifications
Household Living		
Single family	2	Applicable to all single family, unless noted below.
	1	Applicable to single family located within the CSDP area.
Two family	2 per dwelling unit	Applicable to all two family, unless noted below.
	1 per dwelling unit	Applicable to two family located within the CSDP area.
	3	Applicable to two family shared dwellings.

Three family	None	Applicable to three family located within the CSDP area or one quarter-mile of the Core Network. ⁽³⁾
	1 per dwelling unit	Applicable to all other three family.
Four family	None	Applicable to four family located within the CSDP area or one quarter-mile of the Core Network. ⁽³⁾
	1 per dwelling unit	Applicable to all other four family.
Multiple family ⁽²⁾	None	Applicable to multiple family located within the CSDP area or one quarter-mile of the Core Network. ⁽³⁾
	1 per dwelling unit	Applicable to all other multiple family consisting of 5 to 12 dwelling units.
	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	
	1 per dwelling unit	Applicable to all other multiple family consisting of 13 or more dwelling units located within the MU-I zone or MU-II zone.
	1 per 4 dwelling units	Applicable to low income elderly housing.
Group Living		
Room and board facilities	None	
Residential care	1 per 350 sq. ft.	
Nursing care	1 per 3 beds	
Lodging		
Short-term commercial lodging	1 per guest room or suite	
Long-term commercial lodging		
Nonprofit shelters	1 per guest room or suite	Applicable to nonprofit Shelters serving victims of domestic violence

Accessory dwelling units	None	
<p>(1) Unless otherwise provided, when required off-street parking is expressed in terms of a number of spaces per a square footage, the square footage shall equal the gross floor area.</p> <p>(2) The minimum number of spaces per dwelling unit may be reduced by 25 percent for dwelling units that are affordable to households with incomes equal to or less than 80 percent of the median family income for the county in which the development is built or for the state, whichever income is greater.</p> <p>(3) The distance shall be measured along a route utilizing public or private streets that are existing or will be constructed with the development.</p>		

Applicant Response: The proposed development consists of 201 2-bedroom dwelling units. The minimum number of parking spaces for each dwelling unit in the MU-II is 1.0 space/unit. Additionally, office uses require 1 space per 350 sq. ft. Therefore, 201 2-bedroom dwelling units x 1.0 spaces = 201 vehicle parking spaces and 5,200 sq ft. office / 350 sq. ft = 15 spaces. A total of 216 parking spaces would be required. The proposed vehicle parking area consists of 226 parking stalls. The proposed development exceeds the minimum number of vehicle parking spaces.

- (b) *Compact parking.* Up to 75 percent of the minimum off-street parking spaces required under this chapter may be compact parking spaces.

Applicant Response: The proposed vehicle parking consists of a total of 226 vehicle parking spaces. 64 vehicle parking spaces are proposed to be compact size which is approximately 27.5% of the total proposed parking spaces.

- (c) *Carpool and vanpool parking.* New developments with 60 or more required off-street parking spaces, and falling within the public services and industrial use classifications, and the business and professional services use category, shall designate a minimum of five percent of their total off-street parking spaces for carpool or vanpool parking.

Applicant Response: The proposed development is multi-family residential. The above criterion is not applicable to this development.

- (d) *Maximum off-street parking.*
- (1) Maximum off-street parking is based upon the minimum number of required off-street parking spaces. Except as otherwise provided in this section, and otherwise provided under the UDC, off-street parking shall not exceed the amounts set forth in Table 806-2A.

TABLE 806-2A. MAXIMUM OFF-STREET PARKING	
Minimum Number of Off-Street Parking Spaces Required <i>(From Table 806-1)</i>	Maximum Number of Off-Street Parking Spaces Allowed
20 spaces or less	2.5 times minimum number of spaces required.

More than 20 spaces	1.75 times minimum number of spaces required.
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- (2) *Maximum off-street parking where no minimum off-street parking is required.* Where an activity does not require a minimum number of off-street parking spaces based on the requirements of Table 806-1, or because it is located in an area where no minimum off-street parking is required for the activity, maximum off-street parking shall be determined based on the assumed minimum off-street parking set forth in Table 806-2B. Parks and open space are exempt from maximum off-street parking standards.

TABLE 806-2B. MAXIMUM OFF-STREET PARKING WHERE NO MINIMUM OFF-STREET PARKING IS REQUIRED

No Minimum Off-Street Parking Required:	Maximum Off-Street Parking	Limitations & Qualifications
Based on requirements of Table 806-1	1.75 per dwelling unit	Applicable to three family, four family, and multiple family located within the CSDP area or one quarter-mile of the Core Network
	1 per 900 sq. ft.	Applicable to all other uses
Because activity is located in area where no minimum off-street parking is required for the activity	The maximum off-street parking otherwise allowed for the activity if it were located in an area where minimum off-street parking was required.	

Applicant Response: The minimum number of parking spaces for the proposed development is 1.75 x 216 spaces = 378 spaces. The proposed number of parking spaces is 226. The proposed number of parking spaces is below the maximum number of parking spaces of 378.

- (e) *Reductions to required off-street parking through alternative modes of transportation.*

- (1) Construction of transit related improvements. When adjacent to transit service, minimum required off-street parking may be reduced by up to ten percent for redevelopment of an existing off-street parking area for transit-related improvements, including transit stops, pullouts and shelters, park and ride lots, transit-oriented developments, and similar facilities.
- (2) Satisfaction of off-street parking through implementation of a plan for alternative modes of transportation. Minimum required off-street parking for uses or activities other than household living may be reduced through implementation of a plan providing for the use of alternative modes of transportation to decrease the need for off-street parking. The plan shall be reviewed as a Class 2 Adjustment under SRC chapter 250.

Applicant Response: No vehicle parking reductions are requested as part of the proposed development.

- (f) *Reductions to required off-street parking for multiple family developments.*
- (1) For multiple family developments, the minimum number of required off-street parking spaces may be reduced through one or more of the following options, provided that the total number of off-street parking spaces reduced shall not exceed 25 percent:
 - (A) *Transit access.* The minimum number of required off-street parking spaces may be reduced by:
 - (i) 10 percent where developments are located within one-quarter mile of a transit stop as measured along a route utilizing public or private streets that are existing or will be constructed with the development; or
 - (ii) 20 percent where developments are located within one-quarter mile of a transit stop that has 15-minute transit service as measured along a route utilizing public or private streets that are existing or will be constructed with the development.
 - (B) *Covered bicycle parking.* The minimum number of required off-street parking spaces may be reduced by one space for every four covered bicycle parking spaces provided in addition to the minimum number of bicycle parking spaces required as set forth in SRC 806.055. The additional covered bicycle parking spaces must meet the standards of SRC 806.060 and must be located on site either outdoors or in a bike storage room that is accessible to all residents of the multiple family development.
 - (C) *Shared car or van.* The minimum number of required off-street parking spaces may be reduced by four spaces for every shared car or shuttle van that is provided on site and available for use by all residents.

Applicant Response: No vehicle parking reductions are requested as part of the proposed development.

Sec. 806.020. - Method of providing off-street parking.

- (a) *General.* Off-street parking shall be provided through one or more of the following methods:
- (1) *Ownership.* Ownership in fee by the owner of the property served by the parking;
 - (2) *Easement.* A permanent and irrevocable easement appurtenant to the property served by the parking;
 - (3) *Lease Agreement.* A lease agreement with a minimum term of five years; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (4) *Lease or rental agreement in parking structure.* A lease or rental agreement in an off-street parking facility established pursuant to ORS 223.805 to 223.845; such agreement may be utilized for:
 - (A) Uses or activities other than single family and two family in all zones other than the Central Business (CB) Zone; and
 - (B) All uses in the Central Business (CB) Zone;
 - (5) *Joint parking agreement.* A joint parking agreement between the owners of two or more uses or activities, buildings or structures, or lots may be approved by the City. Joint use of required off-street parking spaces through a joint parking agreement may occur where two or more uses or activities on the same or separate development sites are able to share the same parking spaces because their parking demands occur at different times. Joint parking shall meet the following standards:

- (A) Proximity of joint parking to uses or activities served. Joint parking areas shall be located as set forth in SRC 806.010.
- (B) Compatible hours of operation. The hours of operation for the uses or activities subject to a joint parking agreement shall not substantially overlap and there shall be no substantial conflict in the principal operating hours.
- (b) *Review and filing of agreement.* Prior to execution of any lease, rental, or joint parking agreement set forth in this section, the form of such agreement shall be reviewed by the City Attorney. An executed copy of the approved agreement shall be filed with the Planning Administrator.
- (c) *Effect of expiration or termination of agreement.* Upon expiration or termination of any lease, rental, or joint parking agreement set forth in this section, the parking requirements set forth in this chapter shall be fully met within 60 days of the date of such expiration or termination or the use or activity discontinued until the parking requirements are met.

Applicant Response: All parking will be owned. No lease or joint-parking agreements are proposed with this development.

Sec. 806.025. - Off-street parking and vehicle storage area development standards for single family, two family, three family, and four family uses or activities.

Unless otherwise provided under the UDC, off-street parking and vehicle storage areas for single family, two family, three family, and four family uses or activities shall be developed and maintained as provided in this section.

(a) *Location within yards.*

- (1) *Front yard abutting street.* Within a front yard abutting a street, off-street parking and vehicle storage shall be allowed only:
 - (A) Within a garage or carport; or
 - (B) On a driveway leading to:
 - (i) A garage or carport;
 - (ii) A garage that has been legally converted to another use subsequent to its construction as a garage;
 - (iii) A screened off-street parking area; or
 - (iv) A screened vehicle storage area.
- (2) *Side and rear yards abutting street.* Within side and rear yards abutting a street, off-street parking and vehicle storage shall be allowed only:
 - (A) Within a garage or carport;
 - (B) Within an off-street parking area or vehicle storage area that is screened as set forth in SRC 806.025(f); or
 - (C) On a driveway leading to:
 - (i) A garage or carport;
 - (ii) A garage that has been legally converted to another use subsequent to its construction as a garage;
 - (iii) A screened off-street parking area; or
 - (iv) A screened vehicle storage area.
- (3) *Interior front, side, and rear yards.* Within interior front, side, and rear yards, off-street parking and vehicle storage shall be allowed only:

- (A) Within a garage or carport;
- (B) Within an off-street parking area or vehicle storage area that is screened as set forth in SRC 806.025(f); or
- (C) On a driveway leading to:
 - (i) A garage or carport;
 - (ii) A garage that has been legally converted to another use subsequent to its construction as a garage;
 - (iii) A screened off-street parking area; or
 - (iv) A screened vehicle storage area.
- (b) *Garage or carport vehicle entrance setback abutting street or flag lot accessway.* The vehicle entrance of a garage or carport facing a street or flag lot accessway shall be setback a minimum of 20 feet.

Applicant Response: The proposed development does not include single-family homes or garages. The criteria above are not applicable to the proposed development.

- (c) *Dimensions.* Off-street parking spaces shall conform to the minimum dimensions set forth in Table 806-3.

TABLE 806-3. MINIMUM OFF-STREET PARKING SPACE DIMENSIONS		
Type of Space	Width	Depth
Compact	8 ft.	15 ft.
Standard	9 ft.	19 ft.

Applicant Response: The proposed development will include parking spaces at either the compact or standard dimensions per Table 806-3 above.

- (d) *Maneuvering.* Where access to off-street parking is taken from an alley, a minimum maneuvering depth of 24 feet shall be provided between the back of the parking space and the opposite side of the alley.

Applicant Response: The proposed development will include parking spaces at either the compact or standard dimensions per Table 806-3 above.

- (e) *Surfacing.* Any area that is used for off-street parking shall be paved with a hard surface material meeting the Public Works Design Standards. Vehicle storage areas are not required to be paved.

Applicant Response: The proposed development will include loading spaces to meet Public Works Design Standards.

- (f) *Screening.* Off-street parking areas and vehicle storage areas shall be screened as follows:
 - (1) Off-street parking areas located within a garage or carport or on a driveway are not required to be screened. All other off-street parking areas shall be screened from all public areas, public streets, and abutting residential uses by a minimum six-foot-tall sight-obscuring fence, wall, or hedge.

- (2) Vehicle storage areas within an enclosed structure or on a driveway are not required to be screened. All other vehicle storage areas shall be screened from all public areas, public streets, and abutting residential uses by a minimum six-foot-tall sight-obscuring fence, wall, or hedge.

Applicant Response: Off-street parking areas will be screened from public view by a hedge.

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

TABLE 806-5. INTERIOR OFF-STREET PARKING AREA LANDSCAPING	
Total Interior Area of Off-Street Parking Area	Percentage Required to be Landscaped
Less than 50,000 sq. ft.	Min. 5%
50,000 sq. ft. and greater	Min. 8%

Applicant Response: The parking area is approximately 81,314 square feet. Therefore, a minimum interior landscape area of 8% is required. The proposed interior parking landscape area is 12.5% (10,188 sq. ft.).

- (3) *Trees.* A minimum of one deciduous shade tree shall be planted for every 12 parking spaces within an off-street parking area. Trees may be clustered within landscape islands or planter bays, and shall be distributed throughout the off-street parking area to create a canopy effect and to break up expanses of paving and long rows of parking spaces.

Applicant Response: The proposed development includes 226 auto parking spaces. Therefore, 226 auto parking spaces / 12 parking spaces = 19 trees. The site will include 32 trees within planter islands in the proposed parking area.

- (4) *Landscape islands and planter bays.* Landscape islands and planter bays shall have a minimum planting area of 25 square feet, and shall have a minimum width of five feet (see Figure 806-7).

Applicant Response: Landscape islands and planter bays have been designed to meet the minimum planting area dimensions above.

FIGURE 806-7. INTERIOR LANDSCAPING

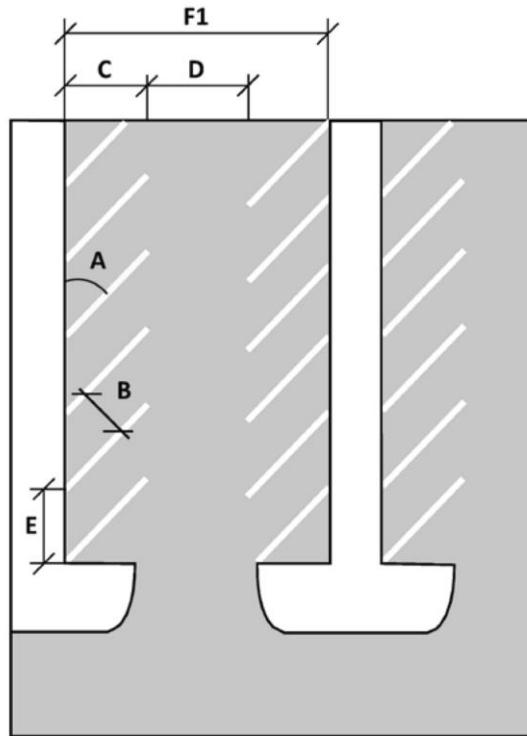
	Standard	8'6" (4)	20.8	19.5	9.0	61.1	58.2
		9'0"	21.0	19.0	9.6	61.0	57.9
		9'6"	21.2	18.5	10.1	60.9	57.7
		10'0"	21.2	18.0	10.6	60.4	57.0
80°	Compact	8'0"	16.2	22.0	8.1	56.4	55.0
	Standard	9'0"	20.3	24.0	9.1	64.3	62.7
		9'6"	20.4	24.0	9.6	64.4	62.7
		10'0"	20.5	24.0	10.2	65.0	63.3
90°	Compact	8'0"	15.0	22.0	8.0	54.0	-
		8'6" (5)	15.0	22.0	8.0	54.0	-
	Standard	9'0"	19.0	24.0	9.0	62.0	-
		9'6"	19.0	24.0	9.5	62.0	-
		10'0"	19.0	24.0	10.0	62.0	-

Limitations and Qualifications

- (1) For two-way circulation the width of an aisle shall be a minimum of 22 feet.
- (2) The width of an aisle serving both standard and compact parking spaces 80 degrees or more shall be a minimum of 24 feet.
- (3) See Figure 806-8 for corresponding off-street parking area layout requirements.
- (4) Minimum 8'6" standard stall width applies within parking structures of two or more stories.
- (5) Minimum 8'6" compact stall width applies when the side of the parking space abuts a wall or post.

Applicant Response: The proposed vehicle parking spaces will conform the dimensional standards above.

FIGURE 806-8. OFF-STREET PARKING AREA LAYOUT REQUIREMENTS



- (f) *Grade.* Off-street parking and vehicle use areas shall not exceed a maximum grade of ten percent. Ramps shall not exceed a maximum grade of 15 percent.
- (g) *Surfacing.* Off-street parking and vehicle use areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, up to two feet of the front of a parking space may be landscaped with ground cover plants (see Figure 806-9). Such two-foot landscaped area counts towards meeting interior off-street parking area landscaping requirements, but shall not count towards meeting perimeter setbacks and landscaping requirements. Paving is not required for:
 - (1) Vehicle storage areas within the IG zone.
 - (2) Temporary and seasonal gravel off-street parking areas, approved pursuant to SRC chapter 701.
 - (3) Gravel off-street parking areas, approved through a conditional use permit.

Applicant Response: The proposed vehicle parking spaces will conform the dimensional standards above.

- (d) *Dimensions.* Driveways shall conform to the minimum width set forth in Table 806-7.

TABLE 806-7. MINIMUM DRIVEWAY WIDTH		
Type of Driveway	Width	Inside Radius of Curves & Corners
One-way driveway	12 ft.	25 ft., measured at curb or pavement edge

Two-way driveway	22 ft.	25 ft., measured at curb or pavement edge
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- (e) *Surfacing.* All driveways, other than access roads required by the Public Works Design Standards to provide access to City utilities, shall be paved with a hard surface material meeting the Public Works Design Standards. Access roads required by the Public Works Design Standards to provide access to City utilities shall be an all-weather surface material meeting the Public Works Design Standards; provided, however, the first ten feet of the access road leading into the property, as measured from the property line, shall be paved with a hard surface material.
- (f) *Drainage.* Driveways shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
- (g) *"No Parking" signs.* Driveways shall be posted with one "no parking" sign for every 60 feet of driveway length, but in no event shall less than two signs be posted.

Applicant Response: Drive aisles have been designed to meet the dimensional standards above.

Sec. 806.045. - Bicycle parking; when required.

- (a) *General applicability.* Bicycle parking shall be provided as required under this chapter for:
 - (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a bicycle parking ratio requiring a greater number of spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.
- (b) *Applicability to nonconforming bicycle parking area.* When bicycle parking is required to be added to an existing bicycle parking area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

Applicant Response: New bicycle parking areas will be developed in accordance with the standards of this chapter and are described in further detail below.

Sec. 806.050. - Proximity of bicycle parking to use or activity served.

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

Applicant Response: All bicycle parking is located within the proposed development site.

Sec. 806.055. - Amount of bicycle parking.

Unless otherwise provided under the UDC, bicycle parking shall be provided in amounts not less than those set forth in Table 806-8.

TABLE 806-8. MINIMUM BICYCLE PARKING		
Use	Minimum Number of Spaces Required ⁽¹⁾	Limitations & Qualifications
Household Living		

Single family	None	
Two family		
Three family		
Four family		
Multiple family	The greater of 4 spaces or 0.1 spaces per dwelling unit.	
Group Living		
Room and board facilities	The greater of 4 spaces or 1 space per 50 rooms.	
Residential care	The greater of the following: 4 spaces; or 1 per 3,500 sq. ft. for first 50,000 sq. ft.; plus 1 per 7,000 sq. ft. for 50,000 to 100,000 sq. ft.; plus 1 per 14,000 sq. ft. for remaining square footage over 100,000 sq. ft.	
Nursing care	1 per 30 beds	
Lodging		
Short-term commercial lodging	The greater of 4 spaces or 1 space per 50 rooms.	
Long-term commercial lodging		
Nonprofit shelters	The greater of the following: 4 spaces; or 1 per 3,500 sq. ft. for first 50,000 sq. ft.; plus 1 per 7,000 sq. ft. for 50,000 to 100,000 sq. ft.; plus 1 per 14,000 sq. ft. for remaining square footage over 100,000 sq. ft.	
Retail Sales and Service		

Home occupations	None	
Accessory dwelling unit	None	
(1) Unless otherwise provided, when required bicycle parking is expressed in terms of a number of spaces per a square footage, the square footage shall equal the gross floor area.		

Applicant Response: Multi-family development requires the greater of 4 bicycle parking stalls or 0.1 stalls per unit. The proposed development includes 201 dwelling units. Therefore, 201 dwelling units x 0.1 spaces = 20.1 bicycle parking spaces. Additionally, a minimum of 4 bicycle parking spaces are required for the office. A total of 24 bicycle parking spaces are required at minimum. The proposed development includes 24 bicycle parking spaces.

Sec. 806.060. - Bicycle parking development standards.

Unless otherwise provided under the UDC, bicycle parking shall be provided in racks or lockers developed and maintained as set forth in this section. The standards set forth in this section shall not apply to City approved bike share stations which utilize bike docking stations.

- (a) *Location.* Except as otherwise provided in this section, bicycle parking shall be located outside a building.
 - (1) Bicycle parking located outside a building shall be located within a convenient distance of, and be clearly visible from, the primary building entrance. In no event shall bicycle parking be located more than 50 feet from the primary building entrance, as measured along a direct pedestrian access route.
 - (2) Where bicycle parking cannot be located outside a building, it may be located inside a building within a convenient distance of, and accessible from, the primary building entrance.

Applicant Response: All bicycle parking is located outside and adjacent to dwelling units along sidewalks.

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

Applicant Response: All bicycle parking has direct access to the public right-of-way and is free from obstructions or barriers.

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

Applicant Response: Bicycle parking space areas are 14 feet x 9 feet for a pod of 4 bicycle stalls.

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










Applicant Response: Bicycle parking areas will be surfaced in concrete.

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

Applicant Response: All proposed bicycle racks will be staple/inverted style and will meet the standards above. See detail 3 on Sheet A1.2.

- (f) *Bicycle lockers.* Where bicycle parking is provided in lockers, the lockers shall meet the following standards:
- (1) Lockers, except for pie-shaped lockers, shall be a minimum of six feet in length, two feet in width, and four feet in height;
 - (2) Pie-shaped lockers shall be a minimum of six feet in length, 30 inches in width at the widest end, and four feet in height;
 - (3) Lockers shall be served by a minimum four-foot-wide access aisle in front of each locker opening. Access aisles may be located within the public right-of-way; and
 - (4) Lockers shall be securely anchored.

Applicant Response: No bicycle lockers are proposed with this development.

Bike Racks That <u>MEET</u> Standards		Bike Racks That <u>DO NOT MEET</u> Standards		
Staple/Inverted 	Post & Ring 	Wave 	Spiral 	Bollard 
Loop 		Schoolyard 	Wheel Well 	Coat Hanger 
<p><u>Note:</u> These bike rack styles support the bike frame in a stable position in two or more places a minimum of six-inches horizontally apart without damage to wheels, frame, or components; allow the frame and at least one wheel to be locked with a U-shaped shackle lock; and support a wide variety of bikes.</p>		<p><u>Note:</u> These bike rack styles do not support the bike frame in a stable position in two or more places a minimum of six-inches horizontally apart; do not allow the frame and at least one wheel to be locked with a U-shaped shackle lock; or include features that limit the types of bikes that can be accommodated and which can promote damage to wheels and frames.</p>		

Sec. 806.065. - Off-street loading areas; when required.

- (a) *General applicability.* Off-street loading shall be provided and maintained as required under this chapter for:
- (1) Each proposed new use or activity.
 - (2) Any change of use or activity, when such change of use or activity results in a greater number of required off-street loading spaces than the previous use or activity.
 - (3) Any intensification, expansion, or enlargement of a use or activity.
- (b) *Applicability to nonconforming off-street loading area.* When off-street loading is required to be added to an existing off-street loading area that has a nonconforming number of spaces, the number of spaces required under this chapter for any new use or activity, any change of use or activity, or any intensification, expansion, or enlargement of a use or activity shall be provided, in addition to the number of spaces required to remedy the existing deficiency.

Sec. 806.070. - Proximity of off-street loading areas to use or activity served.

Off-street loading shall be located on the same development site as the use or activity it serves.

Applicant Response: The proposed development will include 2 off-street loading areas in conformance with the standards below.

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

Unless otherwise provided under the UDC, off-street loading shall be provided in amounts not less than those set forth in Table 806-9.

TABLE 806-9. MINIMUM OFF-STREET LOADING; DIMENSIONS			
Use Category/Use		Dimensions	Limitations & Qualifications

	Minimum Number of Spaces Required ⁽¹⁾		Width	Length	Height	
Use: <ul style="list-style-type: none"> ■ Single family ■ Two family ■ Three family ■ Four family ■ Commercial parking ■ Park-and-ride facility ■ Parks and open space ■ Cemeteries ■ Basic utilities ■ Wireless communication facilities ■ Agriculture ■ Forestry ■ Accessory short-term rentals ■ Temporary uses ■ Home occupations ■ Accessory dwelling units 	None		N/A	N/A	N/A	
Use: <ul style="list-style-type: none"> ■ Multiple family 	None	5 to 49 dwelling units	N/A	N/A	N/A	
	1	50 to 99 dwelling units	12 ft.	19 ft.	12 ft.	If a recreational or service building is provided, at least 1 of the required loading spaces shall be located in conjunction with the recreational or service building.
	2	100 to 199 dwelling units	12 ft.	19 ft.	12 ft.	
	3	200 or more dwelling units	12 ft.	19 ft.	12 ft.	
Use Category:	None	Less than 5,000 sq. ft.	N/A	N/A	N/A	

Sec. 806.080. - Off-street loading development standards.

Unless otherwise provided under the UDC, off-street loading shall be developed and maintained as set forth in this section.

- (a) *Location.* Off-street loading areas shall not be located within required setbacks.

Applicant Response: Off-street loading areas shown are not located within required setbacks.

- (b) *Perimeter setbacks and landscaping.*

- (1) *Perimeter setbacks and landscaping abutting streets.* Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting a street shall be setback and landscaped according to the off-street parking and vehicle use area perimeter setback and landscaping standards set forth under SRC 806.035(c)(2).
- (2) *Perimeter setbacks and landscaping abutting interior front, side, and rear property lines.* Unless a greater setback is required elsewhere within the UDC, off-street loading areas abutting an interior front, side, or rear property line shall be setback a minimum of five feet. The setback shall be landscaped according to the Type A landscaping standard of SRC chapter 807.

Applicant Response: The areas around the proposed loading areas will be setback at least 5' from any adjacent properties and will include perimeter landscaping.

- (c) *Dimensions.* Loading areas shall conform to the minimum dimensions set forth in Table 806-9.

Applicant Response: The areas around the proposed loading areas will be setback at least 5' from any adjacent properties and will include perimeter landscaping.

- (d) *Maneuvering.* Off-street loading areas shall be of sufficient size, and all curves and corners of sufficient radius, to accommodate the safe operation of a delivery vehicle.
- (e) *Surfacing.* All loading areas shall be paved with a hard surface material meeting the Public Works Design Standards; provided, however, paving is not required for:
- (1) Temporary and seasonal gravel loading areas, approved pursuant to SRC chapter 701.
- (2) Gravel loading areas, approved through a conditional use permit.
- (f) *Drainage.* Loading areas shall be adequately designed, graded, and drained according to the Public Works Design Standards, or to the approval of the Director.
- (g) *Lighting.* Lighting for off-street loading areas shall not shine or reflect onto adjacent residentially zoned property, or property used for uses or activities falling under household living, or cast glare onto the street.

Applicant Response: The proposed loading spaces will comply with above maneuvering, surfacing, drainage, and lighting standards above.

CHAPTER 807. - LANDSCAPING AND SCREENING

Sec. 807.010. - Applicability.

The provisions of this chapter apply to all required landscaping and screening under the UDC.

(Prior Code, § 807.010; Ord. No. 31-13)

Sec. 807.015. - Landscaping and screening.

of the remaining security deposited with the City shall be returned. The final landscape inspection shall be made prior to any security being returned. Any portions of the plan not installed, not properly installed, or not properly maintained shall cause the inspection to be postponed until the project is completed or cause the security to be used by the City to complete the project.

Applicant Response: Conceptual site landscaping is shown on Sheet A1.1. A detailed landscape plan will be provided with the building permit application.

Criteria and Responses for Adjustment Requests:

Adjustment #1 - Increase the maximum setback adjacent to Wallace Rd for Building 1 from 10 feet to 15 feet.

250.005(d)(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

- (A) The purpose underlying the specific development standard proposed for adjustment is:
 - (i) Clearly inapplicable to the proposed development; or
 - (ii) Equally or better met by the proposed development.

Applicant Response: The area along Wallace Rd contains a variable width easement to the benefit of ODOT. No permanent structures would be allowed within this easement. Increasing the maximum setback adjacent to Wallace Rd will allow for more pedestrian area in front of each residential units. The development standard to be adjusted is 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.

Applicant Response: The proposed development is not located within a residential zone.

- (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 Response: The cumulative effect of the four (4) proposed adjustments will result in a project that is still consistent with the overall purpose of the zone.

Adjustment #2 – Reduce building setbacks to zero (0) feet for internal property lines.

250.005(d)(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

- (A) The purpose underlying the specific development standard proposed for adjustment is:
 - (i) Clearly inapplicable to the proposed development; or
 - (ii) Equally or better met by the proposed development.

Applicant Response: The proposed development currently consists of five (5) separate legal parcels and is proposed to be consolidated through a series of property line adjustments. The proposed development site is laid out with buildings that cross internal property lines. Once the property line adjustments are complete, which we would accept a condition that this is complete prior to building permit release, the building setback criteria will no longer be applicable.

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

Applicant Response: The proposed development is not located within a residential zone.

- (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 Response: The cumulative effect of the four (4) proposed adjustments will result in a project that is still consistent with the overall purpose of the zone.

Adjustment #3 – Reduce vehicle use area setbacks to zero (0) feet for internal property lines.

250.005(d)(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

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

(i) Clearly inapplicable to the proposed development; or

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

Applicant Response: The proposed development currently consists of five (5) separate legal parcels and is proposed to be consolidated through a series of property line adjustments. The proposed development site is laid out with parking areas and drive aisles that cross internal property lines. Once the property line adjustments are complete, which we would accept a condition that this is complete prior to building permit release, the vehicle use area setback criteria will no longer be applicable.

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

Applicant Response: The proposed development is not located within a residential zone.

(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 Response: The cumulative effect of the four (4) proposed adjustments will result in a project that is still consistent with the overall purpose of the zone.

Adjustment #4 - Reduce building frontage to less than 50% on Wallace Rd.

250.005(d)(2) An application for a Class 2 adjustment shall be granted if all of the following criteria are met:

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

(i) Clearly inapplicable to the proposed development; or

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

Applicant Response: Due to the site topography, needed drainage facility, proposed access driveway to Wallace Rd on the north, and connecting driveway to the adjacent southern property, there is limited space along Wallace Rd to place multi-family dwelling units.

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

Applicant Response: The proposed development is not located within a residential zone.

(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 Response: The cumulative effect of the four (4) proposed adjustments will result in a project that is still consistent with the overall purpose of the zone.



SHAREHOLDERS

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Architect
Lee Gwyn
Architect
Holly Benton

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10/26/2021

Pamela Cole
Planner II
City of Salem Community Development Department
555 Liberty St SE, Suite 305
Salem, OR 97301

Dear Pamela:

Below are the applicant's responses to select agency and public comments received during the notice period of October 5, 2021 and October 19, 2021:

ODOT Comments

From: KNECHT Casey <Casey.KNECHT@odot.state.or.us>

Sent: Tuesday, October 19, 2021 4:11 PM

To: Pamela Cole

Subject: ODOT Comments for City of Salem Case No. SPR-ADJ21-25 - Martin

Pamela,

Thank you for notifying the Oregon Department of Transportation (ODOT) of the proposal at 2499-2551 Wallace Rd NW in Salem. Please include these comments in the public record and notify ODOT of the decision by sending a copy to odotr2planmgr@odot.state.or.us when available.

The site is adjacent to Salem-Dayton Highway, No. 150 (OR-221), and is subject to state laws administered by ODOT. The site currently has three highway approaches:

- MP 18.79 serving TL 1301; permitted in 1980 for five residences (Permit #26694)
- MP 18.85 serving TL 1101; presumed to be permitted for one residence
- MP 18.87 serving public right-of-way between TL 1101 and 1000

The site plan shows an internal connection with a neighboring property, which would result in an additional highway approach to serve the site:

- MP 18.92 serving TL 10000; permitted in 2020 for 48 apartments and 11,250 sq.ft of office/retail (Permit #57359)

The proposal to construct 189 additional apartments will trigger a Change of Use (OAR 734-051) and will require the applicant to obtain new approach permits from ODOT at MP 18.79 and 18.92. The site plan shows that the approaches at MP 18.85 and 18.87 will be closed. These will need to be replaced with standard curb, gutter, and sidewalk. The approach at MP 18.79 appears to be between 16 and 20 feet in width. This will likely not be wide enough to adequately serve the new use of the site. Rebuilding the approach to 24' would be appropriate for the use and the right-in right-out turning limitations due to the raised median in the highway.

ODOT generally defers frontage improvements to the city. If the city requires new sidewalk along any portion of the highway frontage aside from the closed approaches, the applicant will need to rebuild the sidewalk to current ODOT standards. The frontage work can be included under the same permits as the approaches. Please contact me with any questions and to start the permitting process.

Casey Knecht, P.E.

Development Review Coordinator | ODOT Region 2

503-986-5170 | casey.knecht@odot.state.or.us

Applicant Response: Applicant acknowledges the above comments regarding the need to obtain a change of use and new approach permits for the proposed use from ODOT. The proposed northern driveway will be rebuilt to a dimension of 24 feet in width to meet City of Salem driveway approach standards.

Cherriots Comments:

DATE: Wednesday, October 6, 2021

CASE/APP NUMBER: Class 3 Site Plan Review / Class 2 Adjustment Case No. SPR-ADJ21-25

PROPERTY LOCATION: 2499, 2501, 2519, 2539, and 2551 Wallace Rd NW, Salem OR 97304

CASE MANAGER: Pamela Cole, Planner II, City of Salem Planning Division

Email: pcole@cityofsalem.net

COMMENTS FROM: Jolynn Franke, Transit Planner I, Cherriots Planning Department

Email: planning@cherriots.org

COMMENTS: Cherriots would support a pedestrian/bicycle connection from the proposed development to La Jolla Dr NW as the closest transit stop is located on Riverbend Rd NW at La Jolla Dr NW (see map). Sufficient lighting should be provided for the pedestrian/bicycle connection as well as clear way-finding signage. However, in general, Cherriots is opposed to large multi-family developments constructed off of the Core Network corridors (see attached Core Network Policy), such as this one, because non-Core Network corridors are typically the more difficult areas for large buses to navigate resulting in less frequent and less attractive transit service. Due to traffic speeds and roadway configuration, this section of Wallace Rd NW is not a safe place to locate transit stops, again making public transit a less attractive option to residents. As identified in section 3 of the Salem Congestion Relief Task Force - Final Report: "Existing traffic congestion is directly related to vehicle flows to, from, and across the Center Street and Marion Street bridges. During morning and evening commutes, traffic on the bridges nears or exceeds capacity in many areas. This produces long vehicle queues on **Wallace Road**, Highway 22, and Glen Creek Road leading to the Center Street Bridge in the peak morning traffic commuting hours. In the evening peak traffic commuting hours, Commercial Street, Marion Street, and Front Street leading to the Marion Street Bridge are also congested with long vehicle queues". Cherriots would suggest limiting the number of parking spaces within the development to the required number of 204 and increasing the number of bicycle parking from 24 to 48 as a way to mitigate the impact this development would have on the already existing congestion problems on Wallace Rd NW.

Applicant Response: The proposed development provides a much-needed housing option for the City of Salem which has a deficit of multi-family housing to meet demand. Pathway lighting will be provided along the pedestrian connection between the proposed development and La Jolla Drive NW that would lead to the bus stop on Riverbend Rd.

The proposed off-site parking was carefully planned to be within the minimum and maximum parking. Considering these are two-bedroom units, it is expected that most of the units would be rented by tenants with two vehicles. To balance the city zoning code requirements and tenant demand, it was determined that 282 parking spaces was the minimum needed. This is 75 fewer parking spaces than the maximum allowed based on a total of 189 units.

The property is currently zone MU-II and multi-family development is an allowed use and the application demonstrates clear and objective standards.

TO: Pamela Cole, Case Manager

RE: Case No. SPR-ADJ-25

2499, 2501, 2539, 2551 Wallace Rd NW

189 Unit Multi Family Development

FR: Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

Per the proposed conditions:

(1) Increase the maximum building setback adjacent to Wallace Road NW from 10 feet to 12 feet;

(2) Increase the maximum setback adjacent to La Jolla Drive NW from 10 feet to approximately 37 feet;

(3) Reduce building setbacks from 10 feet to 0 feet abutting internal property lines so that the buildings may cross existing internal property lines in anticipation of a future property boundary verification.

(4) Reduce vehicle use area setbacks from 10 feet to 0 feet abutting existing internal property lines;

(5) Reduce the street frontage requirement from 16 feet to 0 feet to allow development on 2501 Wallace Road NW, which is currently landlocked;

(6) Reduce the minimum required building frontage along Wallace Road NW from 50 percent to 0 percent.

Regarding conditions 5 & 6 and all traffic related impacts to Wallace Road, we request that the traffic impacts to Wallace Road be specifically addressed in light of traffic as of today. Previous WSNA filings on an earlier phase of this project raised key transportation issues. Wallace road does not meet V/C mobility standards and as such any additional traffic has impacts. We recognize that this is currently zoned multi family; however, we request that traffic impacts, connectivity from the project to adjacent streets including Wallace Road, and emergency vehicle flow be part of staff's review and analysis. If additional conditions are needed to implement those cited above, we ask that these be discussed with the WSNA further before filing of staff's report. A careful look at the landlocked lot and its inclusion here needs to be addressed as this was not part of the original zone change for this area.

Respectively,

Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

Applicant Response: To be clear, the italicized text above is related to adjustments requested by the applicant and not proposed conditions of approval by City of Salem Staff. A traffic study has been

completed by the applicant during the comprehensive plan and rezone of four (4) of the subject properties included in this application. ODOT has placed a trip cap on the subject properties and the proposed development will be under that threshold according to current ITE trip generation numbers for multi-family developments.

From: Bobby Van Kleek <pastor_bobby@comcast.net>

Sent: Thursday, October 14, 2021 1:48 PM

To: Pamela Cole

Subject: Class 3 Site Plan Review / Class 2 Adjustment Case No. SPR-ADJ21-25

CASE MANAGER: Pamela Cole, Planner II, City of Salem, Planning Division; 555 Liberty St SE, Room 305, Salem, OR 97301; Phone: 5035402309; E-Mail: pcole@cityofsalem.net.

PLEASE CHECK THE FOLLOWING THAT APPLY:

XXXXX 2. I have reviewed the proposal and have the following comments:

Here is my comment towards the proposal.

I am not opposed to apartment buildings. I grew up most of my life living in apartment buildings and I know firsthand of their importance for families.

How much vehicle traffic will this add to an already congested roadway? In my opinion, West Salem is long due another roadway which will alleviate the congestion moving south towards our only bridge across the Willamette river.

Again, I'm all for apartments. I really question the timing of adding so many units when traffic is already terrible at times. We need another road/bridge helping disperse traffic before we keep adding vehicles to a problematic system.

Thank you for allowing me to share my thoughts.

Applicant Response: Thank you for taking the time provide your comments. Based on the Institute of Transportation Engineers (ITE) land use code 221 for Multi-family Housing (Mid Rise), the proposed additional vehicle trips by including 189 multi-family apartments would be:

Total trips per day: 1,028

AM weekday peak: 64

PM weekday peak: 82

Keep in mind, the owner/developer will pay substantial traffic system development charges, among many other fees, that help offset the impact of the development. It is then up to the city decision-makers to use money collected from those fees efficiently and effectively to study, plan, and build the rest of the City's infrastructure to meet growth demands.

Comments from Mr. & Mrs. Michael Watson

The oak that is over 100 years old needs to stay! There are other means and ways to put traffic through to Wallace Rd. Scott Martin has a very plannable, workable objective. Stay w/it!

Applicant Response: Thank you for the comments. We agree the oak tree directly in front of La Jolla Drive NW is significant and should be preserved.

Comments from Meg Olson

ER exits needed to Brush College Rd to ease traffic congestion on Wallace at Rush Hr. La Jolla drive another exit. Building 6 too close to Wallace, maximize setbacks to Wallace + La Jolla to leave street frontage alone at 10' + 50%. Allow room for charging electric cars! Plant maximum trees, outdoor play area? Bus stop? What is RD zone? Recreation?

Applicant Response: Thank you for taking the time to provide comments. There is through access to the development to the south that would allow emergency vehicles to either make a full loop through the site back Wallace Rd or continue south to Riverbend Rd. The MU-II zone has maximum setbacks from the frontage street, Wallace Rd. We are already asking for an increased setback due to an existing easement along Wallace Rd. Applicant will consider electric vehicle charging stations in the final design. The number of trees planted on site is above the minimum. The RD zone is the "Duplex Residential" zone. This area will be solely used for stormwater management. The closes bus stop is at the corner of Riverbend Rd and La Jolla Drive. Cherriots has commented that they do not wish to put any bus stops along Wallace Rd.



19 October 2021

TO: Pamela Cole, Case Manager

RE: Case No. SPR-ADJ-25
2499, 2501, 2539, 2551 Wallace Rd NW
189 Unit Multi Family Development

FR: Steven A. Anderson, West Salem Neighborhood Association Land Use Chair

Per the proposed conditions:

- (1) Increase the maximum building setback adjacent to Wallace Road NW from 10 feet to 12 feet;*
- (2) Increase the maximum setback adjacent to La Jolla Drive NW from 10 feet to approximately 37 feet;*
- (3) Reduce building setbacks from 10 feet to 0 feet abutting internal property lines so that the buildings may cross existing internal property lines in anticipation of a future property boundary verification.*
- (4) Reduce vehicle use area setbacks from 10 feet to 0 feet abutting existing internal property lines;*
- (5) Reduce the street frontage requirement from 16 feet to 0 feet to allow development on 2501 Wallace Road NW, which is currently landlocked;*
- (6) Reduce the minimum required building frontage along Wallace Road NW from 50 percent to 0 percent.*

Regarding conditions 5 & 6 and all traffic related impacts to Wallace Road, we request that the traffic impacts to Wallace Road be specifically addressed in light of traffic as of today.. Previous WSNA filings on an earlier phase of this project raised key transportation issues. Wallace road does not meet V/C mobility standards and as such any additional traffic has impacts. We recognize that this is currently zoned multi family; however, we request that traffic impacts, connectivity from the project to adjacent streets including Wallace Road, and emergency vehicle flow be part of staff's review and analysis. If additional conditions are needed to implement those cited above, we ask that these be discussed with the WSNA further before filing of staff's report. A careful look at the landlocked lot and its inclusion here needs to be addressed as this was not part of the original zone change for this area.

Respectively,

Steven A. Anderson, West Salem Neighborhood Association Land Use Chair



MEMO

TO: Pamela Cole, Planner II
Community Development Department

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

DATE: June 27, 2022

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
SPR-ADJ21-25 (21-106129-RP)
2499 WALLACE ROAD NW
201-UNIT MULTI-FAMILY DEVELOPMENT

PROPOSAL

A consolidated Class 3 Site Plan Review and Class 2 Adjustment application for a proposed development to include 201 apartments, an office/recreation building, pool, and parking at 2499, 2501, 2519, and 2551 Wallace Road NW (Polk County Assessor Map and Tax Lot 073W09CD / 01300 and 073W09CD / 00900, 01000, 01101, 01301).

RECOMMENDED CONDITIONS OF APPROVAL

1. Extend La Jolla Drive NW through the proposed development to Local street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803.
2. Provide a vehicular and pedestrian public access easement connecting La Jolla Drive NW to Wallace Road NW.
3. Provide a minimum 20-foot-wide pipeline easement pursuant to PWDS Section 1.8 and quitclaim a portion of the existing pipeline easement for the relocation of an existing public 8-inch sewer pipeline located on the subject property.
4. Extend an 8-inch water main in La Jolla Drive NW from the terminus in La Jolla Drive NW to the northern property line of the subject property.

FACTS

Streets

1. Wallace Road NW

- a. Standard—This street is designated as a State Highway and is under the jurisdiction of the Oregon Department of Transportation (ODOT).
- b. Existing Conditions—This street has an approximate 78-foot improvement within a 100-foot-wide right-of-way abutting the subject property.

2. La Jolla Drive NW

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

Storm Drainage

1. Existing Conditions

- a. A 30-inch storm main is located in Wallace Street NW.
- b. A 10-inch storm main is located along the southern property line within an easement. This storm main connects to La Jolla Court NW.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 water service level.
- b. A 12-inch water main is located in Wallace Street NW.
- c. A 6-inch water main is located in La Jolla Drive NW.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located within an easement on the subject property extending from the southeast corner of the property to the northern property line.

CRITERIA AND FINDINGS

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

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

Finding—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 on the subject property.

According to the Salem-Keizer Local Wetland Inventory (LWI), the subject property does not contain any wetland areas or hydric soils.

According to the City's adopted landslide hazard susceptibility maps and SRC Chapter 810 (Landslide Hazards), there are mapped 2-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 points. Therefore, the proposed development is classified as a low landslide risk and no additional information is required.

Criteria: SRC 220.005(f)(3)(B) The transportation system provides for the safe, orderly, and efficient circulation of traffic into and out of the proposed development, and negative impacts to the transportation system are mitigated adequately

Finding—Wallace Road NW is fully improved and is a state highway under the jurisdiction of ODOT; therefore, no additional street improvements are required as a condition of the proposed development.

The surrounding transportation system does not currently meet street connectivity and street spacing requirements needed for safe, orderly, and efficient circulation of traffic into and out of the proposed development. SRC 803.030(a) states, '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.' SRC 803.035(a) states, "Local streets shall be oriented or connected to existing or planned streets, existing or planned schools, parks, shopping areas, transit stops, and employment centers located within one-half-mile of the development. Local streets shall be extended to adjoining undeveloped properties for eventual connection with the existing street system. Connections to existing or

planned streets and adjoining undeveloped properties for eventual connection with the existing street system shall be provided at no greater than 600-foot intervals....”

Wintergreen Avenue NW is a north-south street located west of the subject property. Wallace Road NW abuts the subject property and travels primarily in a north-south direction. The average distance between Wintergreen Avenue NW and Wallace Road NW is approximately 1,200 feet, exceeding the 600-foot standard. La Jolla Drive NW is a north-south street between Wintergreen Avenue NW and Wallace Road NW that terminates at the south line of the subject property. To meet street connectivity and street spacing requirements as specified in SRC 803.030(a) and SRC 803.035(a), La Jolla Drive NW shall be extended through the proposed development to Local street standards as specified in the PWDS and consistent with the provisions of SRC Chapter 803, as shown on the applicant's site plan.

Similarly, Brush College Road NW is an east-west street located north of the subject property, and River Bend Road NW is an east-west street located south of the subject property. The distance between Brush College Road NW and River Bend Road NW is over 1,200 feet. In lieu of a providing a street connection as required by SRC 803.030(a) and SRC 803.035(a), the applicant shall provide a public access easement for vehicular and pedestrian access along the southern parking lot drive aisle connecting La Jolla Drive NW to Wallace Road NW.

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 Wallace Road NW is under the jurisdiction of the ODOT. The applicant is responsible for obtaining the required permits from ODOT for the proposed connection and improvements to Wallace Road NW.

The applicant's site plan shows two proposed driveway approaches along La Jolla Drive NW. This Site Plan Review application does not contain approval of the proposed driveway approaches. If the approaches are installed as part of the construction of the La Jolla Drive NW extension, a driveway approach permit is not required pursuant to SRC 804.015(b)(2), and the driveway locations will be approved with the Public Construction plan review process. If the driveways are not installed as part of the public street extension, the applicant must obtain Class 2 Driveway Approach permits pursuant to SRC Chapter 804.

Criteria: SRC 220.005(f)(3)(D) The proposed development will be adequately served with City water, sewer, storm drainage, and other utilities appropriate to the nature of the development

Finding—The Public Works Department has reviewed the applicant's preliminary plan for this site. The water, sewer, and storm infrastructure are available within surrounding streets/areas and are adequate to serve the proposed development.

Pamela Cole, Planner II
June 27, 2022
Page 5

MEMO

An existing 8-inch public sewer main is proposed to be relocated on the subject property. As a result, the applicant shall provide a minimum 20-foot-wide pipeline easement pursuant to PWDS Section 1.8 and quitclaim a portion of the existing pipeline easement recorded in Polk County as Instrument No. 2019-003534.

The applicant proposes a 6-inch water main extension in the future La Jolla Drive NW street extension. Pursuant to PWDS Section 5.2, all developments are required to provide public water mains of sufficient size for fire protection to adjacent parcels. PWDS Table 5-3 requires a minimum 8-inch water main. The proposed plan shall be modified to include an 8-inch water main from the terminus in La Jolla Drive NW to the northern property line of the subject property.

The applicant's engineer submitted a statement demonstrating compliance with Stormwater PWDS Appendix 004-E(4)(b) and SRC Chapter 71. The preliminary stormwater design demonstrates the use of green stormwater infrastructure to the maximum extent feasible. The applicant shall design and construct a storm drainage system at the time of development in compliance with SRC Chapter 71 and PWDS.

cc: File