



RESPONSE TO REQUEST FOR 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.



Policy:	Core Network	Number: 118
Resolution #2017-10 adopted by the SAMTD Board of Directors on 07/27/2017	Effective Date: 07-27-17	Page 1 of 2

118.01 PURPOSE

To establish a Core Network of bus service corridors in Salem and Keizer that represents the highest priority for service run by Salem Area Mass Transit District (SAMTD). The Core Network will ensure riders, residents, developers, businesses, and municipal planning organizations know where SAMTD plans to invest the most in transit service. Routes serving the corridors of the Core Network may change over time, but service along these corridors will be maintained and prioritized, both in the case of service reductions and service expansions.

118.02 APPLICATION

To set guidelines to facilitate the decision making process in the case of future service reductions and service expansions.

118.03 CORRIDORS DEFINED

The following streets define SAMTD's Core Network -

- High St NE, Broadway St NE and River Rd N (*from Union St NE to Lockhaven Dr NE*)
- Lockhaven Dr NE (*from River Rd N to Chemawa Rd NE*)
- Summer St NE, Capitol St NE, Fairgrounds Rd NE, and Portland Rd NE (*from Union St NE to Hayesville Dr NE*)
- Lancaster Dr NE (*from Hayesville Dr NE to Rickey St SE*)
- Market St NE (*from Capitol St NE to Lancaster Dr NE*)
- Center St NE (*from 13th St NE to Lancaster Dr NE*)
- State St (*from 13th St NE to Lancaster Dr NE*)
- Commercial St SE (*from Trade St SE to Kuebler Blvd SE*)
- Liberty St SE (*from Commercial St SE to Trade St SE*)
- Skyline Rd S and Liberty Rd S (*from Madrona Ave S to Kuebler Blvd*)
- Marion and Center Street Bridges (*from Wallace Rd NW to Commercial St NE*)
- Edgewater St NW (*from Eola Dr NW to Gerth St NW*)
- Madrona Ave SE from Commercial St SE to Liberty St S
- Salem's Downtown (*between Front St NE, Union St NE, 13th St NE, and Trade St SE*)

118.04 RULES OF THE CORE NETWORK**1. Corridor Changes**

The Core Network corridors cannot be added to or altered without formal action by SAMTD Board of Directors.

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2. Service Priorities

Priority will be given to service on the Core Network on all days of service, with the highest frequency prioritized on these corridors. All Core Network corridors will have service operating with a minimum of 30 minute headways during all hours of weekday service, and a goal of 15 minute headways during peak periods. Weekend and holidays service, will have a minimum of 60 minute headways, and a goal of 30 minute headways for all. The Salem Downtown area will always have service. However, the paths of the buses traveling through this area may change over time as streets change (one-way to two-way, additional bike lanes, etc.)

3. Service Reductions and Expansions

In the event of service reductions and expansions, the Core Network will be prioritized over coverage in other areas of the system.

4. Public Hearing Requirements

SAMTD shall hold a public hearing when any Core Network change is proposed that results in removal or reduction of service in a corridor. The public hearing process must be conducted in accordance with SAMTD Policy 707.04 (A).

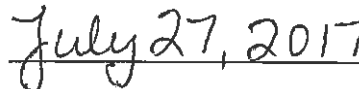
5. Implementation of Changes

No Core Network removal or reduction shall be instituted until after a public hearing is held and after consideration to views and comments expressed in the hearing is given.

118.05 EXCEPTIONS

There may be exceptions to the above policies for emergency situations such as a long term closure of a section of roadway.

Adopted by:**Date:**

President, SAMTD Board of Directors / General Manager

July 27, 2017

REQUEST FOR COMMENTS

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

REGARDING: Class 3 Site Plan Review / Class 2 Adjustment Case No. SPR-ADJ21-25
PROJECT ADDRESS: 2499, 2501, 2519, 2539, and 2551 Wallace Rd NW, Salem OR 97304
AMANDA Application No.: 21-106129-RP, 21-106130-ZO
COMMENT PERIOD ENDS: October 19, 2021

SUMMARY: A 189-unit multi-family development with an office/recreation building and pool.

REQUEST: A consolidated Class 3 Site Plan Review and Class 2 Adjustment application for a proposed development to include 189 apartments, an office/recreation building, pool, and parking on a development site including 7.59 acres located in the MU-II (Mixed Use - II) zone at 2499, 2501, 2519, and 2551 Wallace Road NW - 97304 (Polk County Assessor Map and Tax Lot 073W09CD / 00900, 01000, 01101, 01301) and 0.51 acres located in the RD (Duplex Residential) zone at 2539 Wallace Road NW 97304 (Polk County Assessor Map and Tax Lot 073W09CD / 01300). The applicant proposes alternative street standards to deviate from the street spacing and connectivity standards in SRC Chapter 803 to allow a pedestrian connection rather than a street connection to La Jolla Drive NW, eliminate required street connectivity to abutting undeveloped properties, and deviate from block length standards that would require a street connection at a maximum block length of 600 feet along Wallace Road NW. The application includes adjustments to:

- (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.

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

Comments received by 5:00 p.m. Tuesday, October 19, 2021, will be considered in the decision process. Comments received after this date will be not considered. *Comments submitted are public record. This includes any personal information provided in your comment such as name, email, physical address and phone number. Mailed comments can take up to 7 calendar days to arrive at our office. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below.*

CASE MANAGER: 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.

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

PLEASE CHECK THE FOLLOWING THAT APPLY:

- ☐ 1. I have reviewed the proposal and have no objections to it.
☒ 2. I have reviewed the proposal and have the following comments: See attached

Name/Agency: Salem-Keizer Public Schools, Planning and Property Services
Address: 3630 State Street, Salem OR 97301
Phone: David Fridenmaker, Manager
Email: 503-399-3335
Date: 10-12-21

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



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

Christy Perry, Superintendent

October 12, 2021

Pamela Cole, Planner
Planning Division, City of Salem
555 Liberty Street SE, Room 305
Salem OR 97301

RE: Land Use Activity Case No. SPR-ADJ21-25

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

IDENTIFICATION OF SCHOOLS SERVING THE SUBJECT PROPERTY

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

School Name	School Type	Grades Served
Harritt	Elementary	K thru 5
Walker	Middle	6 thru 8
West Salem	High	9 thru 12

Table 1

SCHOOL CAPACITY & CURRENT ENROLLMENT

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

School Name	School Type	School Enrollment	School Design Capacity	Enroll./Capacity Ratio
Harritt	Elementary	485	577	84%
Walker	Middle	629	1,058	59%
West Salem	High	1,698	1,749	97%

Table 2

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

The School District anticipates the number of students that may reside at the proposed development based on the housing type, single family (SF), duplex/triplex/four-plex (DU), multi-family (MF) and mobile home park (MHP). The School District commissioned a study by the Mid-Willamette Valley Council of Governments in 2014 to determine an estimate of students per residence, for the Salem-Keizer area, in each of the four housing types. Since the results are averages, the actual number of students in any given housing type will vary. The table below represents the resulting estimates for the subject property:

School Type	Qty. of New Residences	Housing Type	Average Qty. of Students per Residence	Total New Students
Elementary	189	MF	0.201	38
Middle			0.077	15
High			0.084	16

Table 3

POTENTIAL EFFECT OF THIS DEVELOPMENT ON SCHOOL ENROLLMENT

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

School Name	School Type	School Enrollment	New Students During Past 2 yrs	New Student from this Case	Total New Students	School Design Cap.	Enroll./Cap. Ratio
Harritt	Elem.	485	0	38	38	577	91%
Walker	Mid.	629	3	15	18	1,058	61%
West Salem	High	1,698	13	16	29	1,749	99%

Table 4

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

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

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

School Name	School Type	Walk Zone or Eligible for School Transportation
Harritt	Elementary	Walk Zone
Walker	Middle	Eligible for School Transportation
West Salem	High	Walk Zone

Table 5

ESTIMATE OF NEW SCHOOL CONSTRUCTION NEEDED TO SERVE DEVELOPMENT

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

School Type	Number of Students	Estimate of Facility Cost Per Student*	Total Cost of Facilities for Proposed Development*
Elementary	38	\$60,840	\$2,311,920
Middle	15	\$72,735	\$1,091,025
High	16	\$84,630	\$1,354,080
TOTAL			\$4,757,025

Table 6

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

Sincerely,

David Fridenmaker, Manager
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer, David Hughes, Director – Custodial, Property and Auxiliary Services, T.J. Crockett, Director of Transportation

Pamela Cole

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 sqft 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