

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
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Si necesita ayuda para comprender esta información, por favor llame 503-588-6173

DECISION OF THE PLANNING ADMINISTRATOR

CLASS 3 SITE PLAN REVIEW AND CLASS 2 ADJUSTMENT CASE NO.: SPR-ADJ22-33

APPLICATION NO.: 22-105098-RP / 22-105099-ZO

NOTICE OF DECISION DATE: August 9, 2022

SUMMARY: An application for various site improvements associated with a change of use for Hillcrest Behavioral Health facility.

REQUEST: A consolidated application containing a Class 3 Site Plan Review for various site improvements associated with a change of use from juvenile correctional facility to behavioral health facility (medical center), including ADA ramps and parking improvements and internal pedestrian connections, with Class 2 Adjustment requests to:

- 1) Eliminate required pedestrian connections to adjacent streets; and
- 2) Eliminate required interior parking lot landscaping for existing vehicle use areas.

The subject property is approximately 44.6 acres in size, zoned PH (Public and Private Health Services) and RA (Residential Agriculture), and located at 2450 Strong Road SE - 97302 (Marion County Assessor's Map and Tax Lot number: 083W12B / 1499).

APPLICANT: David Lebowitz Watchill Capital, LLC (Steven D Lebowitz)

LOCATION: 2450 Strong Rd SE, Salem OR 97302

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

FINDINGS: The findings are in the attached Decision dated August 9, 2022.

DECISION: The **Planning Administrator APPROVED** Class 3 Site Plan Review and Class 2 Adjustment Case No. SPR-ADJ22-33 subject to the following conditions of approval:

- Condition 1:** At the time of building permit review, the applicant shall provide plans showing Fire Department access, fire hydrant locations, and Fire Department Connection as required.
- Condition 2:** At the time of building permit review, the applicant shall demonstrate that all proposed pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).
- Condition 3:** At the time of building permit review, the applicant shall provide bumper guards or wheel barriers for all new parking spaces abutting a pedestrian connection or required landscaping.

- Condition 4:** Extend a minimum 12-inch public water main in Strong Road SE to the site from the intersection of Strong Road SE and Reed Road SE.
- Condition 5:** At the time of building permit review, the applicant shall provide a landscape plan that includes Type A landscaping for all four vehicle use areas where ADA parking is being provided. A summary table of the square footage, plant species, corresponding plant units, quantity and sizes shall be provided, which includes a minimum of 40 percent of the required number of plant units to be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.
- Condition 6:** The adjusted pedestrian access standards and vehicle use area landscaping, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.

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

<u>Class 3 Site Plan Review:</u>	<u>August 25, 2026</u>
<u>Class 2 Adjustment:</u>	<u>August 25, 2024</u>

Application Deemed Complete:	<u>June 22, 2022</u>
Notice of Decision Mailing Date:	<u>August 9, 2022</u>
Decision Effective Date:	<u>August 25, 2022</u>
State Mandate Date:	<u>October 20, 2022</u>

Case Manager: Jamie Donaldson, Planner II, jdonaldson@cityofsalem.net, 503-540-2328

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m., Wednesday, August 24, 2022. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 220 and 250. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Hearings Officer will review the appeal at a public hearing. After the hearing, the Hearings Officer may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

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

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

BEFORE THE PLANNING ADMINISTRATOR OF THE CITY OF SALEM

DECISION

IN THE MATTER OF APPROVAL OF) FINDINGS & ORDER
CLASS 3 SITE PLAN REVIEW)
AND CLASS 2 ADJUSTMENT,)
CASE NO. SPR-ADJ22-33)
2450 STRONG ROAD SE - 97302) AUGUST 9, 2022

In the matter of the application for a Class 3 Site Plan Review and Class 2 Adjustments, submitted by Mariah Kiersey (Ankrom Moisan Architects), a representative of the property owner, Oregon Behavioral Hospital LLC, the Planning Administrator, having received and reviewed evidence and the application materials, makes the following findings and adopts the following order as set forth herein.

REQUEST

Summary: An application for various site improvements associated with a change of use for Hillcrest Behavioral Health facility.

Request: A consolidated application containing a Class 3 Site Plan Review for various site improvements associated with a change of use from juvenile correctional facility to behavioral health facility (medical center), including ADA ramps and parking improvements and internal pedestrian connections, with Class 2 Adjustment requests to:

- 1) Eliminate required pedestrian connections to adjacent streets; and
- 2) Eliminate required interior parking lot landscaping for existing vehicle use areas.

The subject property is approximately 44.6 acres in size, zoned PH (Public and Private Health Services) and RA (Residential Agriculture), and located at 2450 Strong Road SE - 97302 (Marion County Assessor's Map and Tax Lot number: 083W12B / 1499).

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

PROCEDURAL FINDINGS

1. Background

On March 10, 2022, a Class 3 Site Plan Review and Class 2 Adjustment application were filed for the proposed development. After additional information was provided, the applications were deemed complete for processing on June 30, 2022. The 120-day State mandated for this consolidated application is October 20, 2022.

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

SUBSTANTIVE FINDINGS

2. Summary of Record

The following items are submitted to the record and are available: 1) all materials and testimony submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, stormwater reports, and; 2) materials, testimony, and comments from public agencies, City Departments, neighborhood associations, and the public. All application materials are available on the City's online Permit Application Center at <https://permits.cityofsalem.net>. You may use the search function without registering and enter the permit number listed here: 22 105098.

3. Neighborhood Association and Public Comments

The subject property is located within the boundaries of the Morningside Neighborhood Association.

Applicant Neighborhood Association Contact: SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), land use applications included in this proposed consolidated land use application request require neighborhood association contact. On March 1, 2022, the applicant's representative contacted the Morningside Neighborhood Association to provide details about the proposal.

Neighborhood Association Comment: Notice of the application was provided to the Morningside Neighborhood Association pursuant to SRC 300.620(b)(2)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. As of the date of completion of this staff report, no comments have been received from the Morningside Neighborhood Association.

Public Comment: Notice was also provided, pursuant to SRC 300.620(b)(2)(B)(iii), (vi), & (vii), to all property owners and tenants within 250 feet of the subject property. As of the date of completion of this staff report, no comments have been received from the surrounding property owners and tenants.

Homeowners Association: The subject property is not located within a Homeowners Association.

4. City Department Comments

Public Works Department: Reviewed the proposal and provided a memo which is included as **Attachment D**.

Building and Safety: Review the proposal and indicated no concerns.

Fire Department: Reviewed the proposal and indicated that Fire Department access is required to be provided within 150 feet of all portions of the building. Dead end Fire Department access over 150 feet in length will require an approved turn around. Fire hydrants are required within 400 feet of all portions of the buildings, or 600 feet with an approved fire sprinkler system. Fire Department Connection (FDC) shall be in an approved location and within 100 feet of a fire hydrant.

Staff Response: The applicant is responsible for addressing these comments during the building permit process. The configuration of the buildings and parking area may be modified, if necessary, to meet the Fire Department standards, provided that the modifications meet applicable development standards, design standards, and conditions of approval. To ensure these standards are met, the following condition applies:

Condition 1: At the time of building permit review, the applicant shall provide plans showing Fire Department access, fire hydrant locations, and Fire Department Connection as required.

5. Public and Private Agency Comments

No Public or Private Agency comments were received.

DECISION CRITERIA FINDINGS

6. Analysis of Class 3 Site Plan Review Approval Criteria

Salem Revised Code (SRC) 220.005(f)(3) provides that an application for a Class 3 Site Plan Review shall be granted if the following criteria are met. The following subsections are organized with approval criteria, followed by findings of fact upon which the decision is based. Lack of compliance with the following criteria is grounds for denial or for the issuance of conditions of approval to satisfy the criteria.

SRC 220.005(f)(3)(A): The application meets all applicable standards of the UDC.

Finding: The proposal includes a change of use from a juvenile correction facility (*Public safety – Detention facility*) to a behavior health facility (*Health Services – Medical center*) with associated improvements to multiple buildings to accommodate the new use. In addition, the proposal includes parking and ADA improvements to vehicle use areas, and internal pedestrian connections between buildings on site. Adjustments are requested to the pedestrian connection standards and interior landscaping standards for the vehicle use areas.

The subject property is partially split-zoned between PH (Public and Private Health Services) and RA (Residential Agriculture); however, the existing development and all proposed changes solely take place within the PH-zoned portion of the property. Therefore, the proposed development is evaluated for conformance with SRC Chapter 543 and all other applicable development standards of the UDC, except for the requested adjustments, as provided below. Findings for the requested adjustments can be found in Section 8 of this report.

Development Standards – PH (Public and Private Health Services) Zone:

SRC 543.005(a) – Uses:

Per Table 543-1, *Health Services – Medical center* is listed as a permitted use in the PH Zone.

Finding: The proposal includes a change of use from a juvenile correction facility (*Public safety – Detention facility*) to a behavior health facility, which is classified as a *Health Services – Medical center* use and is an outright permitted use in the PH zone.

SRC 543.010(a) – Lot Standards:

Within the PH zone, for all uses the minimum lot size is 10,000 square feet, the minimum lot width is 50 feet, the minimum lot depth is 80 feet, and the minimum street frontage requirement is 16 feet.

Finding: The existing lot complies with the minimum lot standards of the PH zone and no changes to the lot size or dimensions are proposed.

SRC 543.010(b) – Setbacks:

Setbacks within the PH zone shall be provided as set forth in Table 543-3 and Table 543-4.

Abutting Street

East: The subject property is adjacent to Strong Road SE. Buildings and vehicle use areas shall be setback a minimum of 20 feet.

West: The subject property is adjacent to Reed Road NE to the west. Buildings and vehicle use areas shall be setback a minimum of 20 feet.

North: Strong Road SE and Reed Road SE intersect to the north of the subject property. Buildings and vehicle use areas shall be setback a minimum of 20 feet.

Finding: The existing buildings and vehicle use areas show setbacks well over the minimum 20-foot setback to the property lines abutting Strong Road SE and Reed Road SE. The proposed development meets the standard.

Interior Sides

South: The subject property is adjacent to RA (Residential Agriculture) and RM-II (Multiple Family Residential) zoned properties to the south. For interior property lines, there is a minimum zone-to-zone setback of 20 feet with Type A landscaping and screening for buildings, accessory structures, and vehicle use areas.

Finding: The site plan shows a setback over 20 feet for the existing building to the south property line, and no changes are proposed to the building or vehicle use areas abutting the south property line. The proposal meets the standard.

SRC 543.010(c) – Lot Coverage:

Pursuant to SRC Table 543-5, the maximum lot coverage for all uses is 60 percent, and the maximum allowed height for buildings and accessory structures for all uses is 70 feet.

Finding: The subject property is approximately 44 acres in size, which would allow approximately 26 acres for 60 percent lot coverage. The applicant's development plans

are well under the allowed lot coverage, and all buildings are less than 70 feet in height. The proposal meets these standards.

SRC 543.010(d) – Landscaping:

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

Finding: Adherence to requirements related to interior landscaping for vehicle use areas are addressed under the Off-Street Parking and Vehicle Use Area Development Standards subsection below. Since the development site includes existing nonconforming off-street parking areas for interior landscaping requirement, the applicant has requested an adjustment to eliminate the required interior parking lot landscaping for the existing vehicle use areas. Findings for the adjustment can be found in Section 8 of this report. No other changes are proposed to setbacks or vehicle use areas elsewhere on the development site. Further conformance with landscaping standards will be reviewed at the time of building permit.

SRC 543.010(e) – Outdoor Storage:

Within the PH zone, outdoor storage shall be screened from streets and adjacent properties by a minimum six-foot-high sight-obscuring fence, wall, or hedge.

Finding: No outdoor storage areas are proposed for the development site.

General Development Standards SRC Chapter 800:

SRC 800.055 - Solid Waste Service Area Development Standards

SRC 800.055(a) – Applicability. Solid waste service area design standards shall apply to all new solid waste, recycling, and compostable services areas, where use of a solid waste, recycling, and compostable receptacle of 1 cubic yard or larger is proposed.

Finding: The site plan does not indicate changes to existing trash areas or new trash areas on site. This standard is not applicable.

SRC 800.065 – Pedestrian Access

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

Finding: The pedestrian access standards of SRC Chapter 800 apply to the proposed development.

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

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

each of the building's primary entrances are connected, via a pedestrian connection, to the required connection to the street.

Finding: The development is proposing to be used as a behavioral health facility where residents are to receive treatment and remain on site, and connections leading off site would be detrimental to the operations of the facility; therefore, the applicant has requested an adjustment to this standard. Findings for the adjustment can be found in Section 8 of this report.

(B) Where an adjacent street is a transit route and there is an existing or planned transit stop along street frontage of the development site, at least one of the required pedestrian connections shall connect to the street within 20 feet of the transit stop.

Finding: There is no transit route or planned transit stop abutting the development site; therefore, this standard is not applicable.

SRC 800.065(a)(2) – Pedestrian Connection Between Buildings on the same Development Site

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

Finding: There are existing pedestrian connections between most buildings on site. The applicant is proposing to add the remaining pedestrian connections between buildings on site where a connection is currently missing to improve internal circulation for residents of the facility. This standard is met.

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

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

Finding: The development site does not include any existing or proposed parking areas greater than 25,000 square feet; therefore, this standard is not applicable.

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

Finding: The development site does not include any existing or proposed parking structures or garages greater than 25,000 square feet; therefore, this standard is not applicable.

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

Whenever a vehicular connection is provided from a development site to an abutting property, a pedestrian connection shall also be provided.

Finding: The development site does not include any vehicular connections to an abutting property; therefore, this standard is not applicable.

SRC 800.065(a)(4) – Pedestrian Connection to Existing or Planned Paths and Trails.

Where an existing or planned path or trail identified in the Salem Transportation System Plan (TSP) or the Salem Comprehensive Parks System Master Plan passes through a development site, the path or trail shall:

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

Finding: There is not a planned path or trail that passes through the development site; therefore, this standard is not applicable.

SRC 800.065(b) – Design and materials

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

- (1) Walkways shall conform to the following:
 - (A) Walkways shall be paved with a hard-surface material meeting the Public Works Design Standards and shall be a minimum of five feet in width.
 - (B) Where a walkway crosses driveways, parking areas, parking lot drive aisles, and loading areas, the walkway shall be visually differentiated from such areas through the use of elevation changes, a physical separation, speed bumps, a different paving material, or other similar method. Striping does not meet this requirement, except when used in a parking structure or parking garage.
 - (C) Where a walkway is located adjacent to an auto travel lane, the walkway shall be raised above the auto travel lane or separated from it by a raised curb, bollards, landscaping, or other physical separation. If the walkway is raised above the auto travel lane it must be raised a minimum of four inches in height and the ends of the raised portions must be equipped with curb ramps. If the walkway is separated from the auto travel lane with bollards, bollard spacing must be no further than five feet on center.
- (2) Wheel stops or extended curbs shall be provided along required pedestrian connections to prevent the encroachment of vehicles onto pedestrian connections.

Finding: The proposed development is part of a large development site with existing walkways, some of which are considered nonconforming and do not meet the standards of this section. The applicant's plans indicate improvements and additional internal connections provided on site. To ensure the proposal meets these standards, including walkways which have a minimum width of five feet, the following condition of approval shall apply:

Condition 2: At the time of building permit review, the applicant shall demonstrate that all proposed pedestrian connections conform with the design and

material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).

As conditioned, the proposal includes pedestrian walkways which meet the materials, width, and other standards of this section.

SRC 800.065(c) – Lighting.

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

Finding: The application materials do not provide sufficient detail to determine compliance with this development standard. Per Condition 2, at the time of building permit review, the plans will be reviewed for conformance with applicable exterior lighting development standards.

Off-Street Parking, Loading, and Driveways SRC 806

SRC 806.005 – Off-Street Parking; When Required

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

Finding: The proposed development includes reconfiguration and expansion of the off-street parking and vehicle use areas. This standard is applicable.

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

Required off-street parking shall be located on the same development site as the use or activity it serves, or per 806.010, within residential zones, required off-street parking may be located within 200 feet, and within public zones, required off-street parking may be within 500 feet of the development site containing the use or activity it serves.

Finding: The proposal includes reconfiguration of an off-street parking area located on the same development site as the proposed building. This standard is met.

SRC 806.015 – Amount of Off-Street Parking

(a) Minimum Required Off-Street Parking. Uses under the *Health Services – Medical center* category require a minimum of 1.5 spaces per bed.

Finding: The applicant indicated that 127 beds would be provided for the subject behavioral facility, which yields an off-street parking requirement of 191 spaces ($127 \times 1.5 = 190.5$). The proposed site plan shows 194 off-street parking spaces, which meets the minimum standard.

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

Finding: Based on a minimum off-street parking requirement of 191 spaces, the maximum number of compact parking spaces allowed is 143 spaces ($191 \times .75 = 143.25$). The proposed development includes a total of 34 spaces, which meets the maximum standard.

- (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 5 percent of their total off-street parking spaces for carpool or vanpool parking.

Finding: The proposed development does not fall within the Public Services and Industrial use classifications or the Business and Professional Services use category; therefore, no carpool or vanpool spaces are required.

- (d) *Maximum Off-Street Parking.* Unless otherwise provided in the SRC, off-street parking shall not exceed the amounts set forth in Table 806-2.

Finding: Based on a minimum off-street parking requirement of 191 spaces, the maximum number of off-street parking spaces allowed is 334 spaces ($191 \times 1.75 = 334.25$). The proposed development includes a total of 194 spaces, which meets the maximum standard.

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

- (a) *General Applicability.* The off-street parking and vehicle use area development standards set forth in this section apply to the development of new off-street parking and vehicle use areas.
- (b) *Location.* Off-street parking and vehicle use areas shall not be located within required setbacks.
- (c) *Perimeter Setbacks and Landscaping.* Perimeter setbacks shall be required for off-street parking and vehicle use areas abutting streets, abutting interior front, side, and rear property lines, and adjacent to buildings and structures.

Finding: The applicant's site plan indicates ADA improvements to small areas of the off-street parking area, which meet perimeter setbacks and landscaping as required by this standard. No other changes are proposed to perimeter setbacks or vehicle use areas elsewhere on the development site.

- (d) *Interior Landscaping.* Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. No interior landscaping is required for off-street parking areas less than 50,000 square feet in size. Interior landscaping is also not required for vehicle storage areas or vehicle display areas.

Finding: The development site includes existing nonconforming off-street parking areas, which are nonconforming to this standard. The applicant has requested an adjustment to eliminate the required interior parking lot landscaping for the existing vehicle use areas, as the parking lot improvements are for limited areas within the development to meet ADA requirements. The applicant has proposed to provide the interior landscape for those specific areas of improvements. Findings for the adjustment can be found in Section 8 of this report. Further conformance with landscaping standards will be reviewed at the time of building permit.

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

Finding: The proposed new parking spaces are at least 19 feet in depth and nine feet wide which meets the minimum required size for a standard parking space. The drive-aisles serving the reconfigured parking area are at least 24 feet wide, meeting the minimum standard.

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

Finding: The proposed off-street parking area is developed consistent with the additional development standards for grade, surfacing, and drainage. The parking area striping, marking, signage, and lighting shall comply with SRC 806.035, and will be evaluated at the time of building permit review. Off-street parking and vehicle use areas shall include bumper guards or wheel barriers so that no portion of a vehicle will overhang or project into pedestrian walkways or required landscaped areas. To ensure compliance, the following condition applies:

Condition 3: At the time of building permit review, the applicant shall provide bumper guards or wheel barriers for all new parking spaces abutting a pedestrian connection or required landscaping.

Bicycle Parking

SRC 806.045 – General Applicability.

Bicycle parking shall be provided and maintained for any intensification, expansion, or enlargement of a use or activity.

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

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

SRC 806.055 – Amount of Bicycle Parking.

Per SRC Chapter 806, Table 806-8, Uses under the *Health Services – Medical center* category require the greater of 4 spaces or 1 per 30 beds.

Finding: The applicant indicated that 127 beds would be provided for the subject behavioral facility, which yields a bicycle parking requirement of 4 spaces ($127 / 30 = 4.23$). The proposed site plan shows 6 bicycle parking spaces, which exceeds the minimum standard.

Off-Street Loading Areas

SRC 806.065 – General Applicability.

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

SRC 806.070 – Proximity of Off-Street Loading Areas to use or Activity Served.

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

SRC 806.075 – Amount of Off-Street Loading.

A minimum of two off-street loading spaces are required for a *Health Services – Medical center* use with a gross floor area between 60,000-250,000 square feet in size. Off-street loading spaces shall have a minimum width of 12 feet, minimum depth of 30 feet, and minimum 14 feet of unobstructed vertical clearance.

Finding: The proposed development includes a change of use to *Health Services – Medical center* use; therefore, this section is applicable. The development already has several areas on site with off-street loading spaces that meet the minimum dimensions. The proposal complies with the loading space requirements of Chapter 806.

Landscaping

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

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

Finding: Landscape and irrigation plans will be reviewed for conformance with the requirements of SRC 807 at the time of building permit application review, as conditioned below.

Natural Resources

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

Finding: No protected riparian trees or significant trees have been identified on the site plan for removal.

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

Finding: The Salem-Keizer Local Wetland Inventory shows that there are wetland channels and/or hydric soils mapped on the property. The applicant should contact the Oregon Department of State Lands to verify if any permits are required for development

or construction in the vicinity of the mapped wetland area(s). Wetland notice was sent to the Oregon Department of State Lands pursuant to SRC 809.025.

SRC 810 – Landslide Hazards: A geological assessment or report is required when regulated activity is proposed in a mapped landslide hazard area.

Finding: The applicant's proposal is not regulated under SRC 810; therefore, a geological assessment is not required.

SRC 601 – Floodplain Overlay Zone: Development within the floodplain requires a floodplain development permit and is subject to the requirements of SRC Chapter 601, including elevation of new structures to a minimum of one foot above the base flood elevation.

Finding: 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.

SRC 802 – Public Improvements, SRC 803 – Streets and Right-of-Way Improvements, SRC 804 – Driveway Approaches, and SRC 805 – Vision Clearance: With completion of the conditions of approval, the subject property meets all applicable standards of the following chapters of the UDC.

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

Finding: The existing street system is adequate to serve the proposed development and the development is not proposing a building addition subject to SRC 803.040(a); therefore, no right-of-way dedication or street improvements are required.

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 existing driveway access onto Strong Road SE provides for safe turning movements into and out of the property.

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

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

The existing development is served by a private well with an emergency connection to City water for fire protection only. The applicant's preliminary utility plan shows a new connection to City water in Strong Road SE pursuant to SRC 802.015. There is not an existing public water main in Strong Road SE to serve the development. City water is

available at the intersection of Strong Road SE and Reed Road SE. As a condition of approval, the applicant shall extend a minimum 12-inch water main to the site from the intersection of Strong Road SE and Reed Road SE.

Condition 4: Extend a minimum 12-inch public water main in Strong Road SE to the site from the intersection of Strong Road SE and Reed Road SE.

The applicant shall be required to design and construct a storm drainage system at the time of development. The application shall provide an evaluation of the connection to the approved point of discharge for new areas of impervious surface per SRC 71.075.

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

7. Analysis of Class 2 Adjustment Criteria

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

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

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

Finding: The applicant is requesting two Class 2 Adjustments to:

- 1) Eliminate required pedestrian connections to adjacent streets; and
- 2) Eliminate required interior parking lot landscaping for existing vehicle use areas.

Eliminate required pedestrian connections to adjacent streets, per SRC 800.065(a)(1)(A).

SRC 800.065(a)(1)(A) provides that a pedestrian connection shall be provided between the primary building entrance of each building on the development site and each adjacent street. In this case, the subject property has two street frontages, Strong Road SE and Ridge Road SE, which flank the property on the east and west sides and intersect to the north of the property. The applicant is requesting an adjustment to eliminate the requirement to provide pedestrian connections to the adjacent streets due to the nature of the proposed facility. The applicant's written statement explains that residents of the proposed behavioral health facility are to remain on the campus and not leave the property by foot or by bicycle. As such, pedestrian pathways connecting to adjacent streets and leading off site is not warranted and would be detrimental to the operations of the site. The development site is better served by providing improvements to the internal pedestrian pathways for those using the campus, particularly where all ADA improvements are proposed, including each building entrance and all improved

parking areas. Therefore, the pedestrian access on site, as proposed, equally or better meets the intent of the standard.

Eliminate required interior parking lot landscaping for existing vehicle use areas, per SRC 806.035(d).

Interior landscaping shall be provided in amounts not less than those set forth in Table 806-5. The development site includes existing nonconforming off-street parking areas, which are nonconforming to this standard. The applicant has requested an adjustment to eliminate the required interior parking lot landscaping for the existing vehicle use areas, as the parking lot improvements are for limited areas within the development to meet ADA requirements. The applicant has proposed to provide the interior landscape for those specific areas of improvements which meets the intent of the standard. In addition, the applicant explains that the subject property is heavily screened with large landscape buffers over 100 feet on all sides, surrounding the property with landscaping that exceeds the minimum standards. Since a full landscape plan including all proposed plant units was not provided, the landscaping requirement is conditioned below.

Condition 5: At the time of building permit review, the applicant shall provide a landscape plan that includes Type A landscaping for all four vehicle use areas where ADA parking is being provided. A summary table of the square footage, plant species, corresponding plant units, quantity and sizes shall be provided, which includes a minimum of 40 percent of the required number of plant units to be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.

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

Finding: The subject property is not located within a residential zone; therefore, this criterion is not applicable.

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

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

Condition 6: The adjusted pedestrian access standards and vehicle use area landscaping, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan,

shall conform to all applicable development requirements, unless adjusted through a future land use action.

9. Conclusion

Based upon review of SRC Chapters 220 and 250, the applicable standards of the Salem Revised Code, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

IT IS HEREBY ORDERED

Final approval of Class 3 Site Plan Review and Class 2 Adjustment Case No. SPR-ADJ22-33 is hereby **APPROVED** subject to SRC Chapters 220 and 250, the applicable standards of the Salem Revised Code, conformance with the approved site plan included as **Attachment B**, and the following conditions of approval:

- Condition 1:** At the time of building permit review, the applicant shall provide plans showing Fire Department access, fire hydrant locations, and Fire Department Connection as required.
- Condition 2:** At the time of building permit review, the applicant shall demonstrate that all proposed pedestrian connections conform with the design and material requirements of SRC Chapter 800, specifically SRC 800.065(b) and 800.065(c).
- Condition 3:** At the time of building permit review, the applicant shall provide bumper guards or wheel barriers for all new parking spaces abutting a pedestrian connection or required landscaping.
- Condition 4:** Extend a minimum 12-inch public water main in Strong Road SE to the site from the intersection of Strong Road SE and Reed Road SE.
- Condition 5:** At the time of building permit review, the applicant shall provide a landscape plan that includes Type A landscaping for all four vehicle use areas where ADA parking is being provided. A summary table of the square footage, plant species, corresponding plant units, quantity and sizes shall be provided, which includes a minimum of 40 percent of the required number of plant units to be a combination of mature trees, shade trees, evergreen/conifer trees, or ornamental trees.
- Condition 6:** The adjusted pedestrian access standards and vehicle use area landscaping, as approved in this zoning adjustment, shall only apply to the specific development proposal shown in the attached site plan. Any future development, beyond what is shown in the attached site plan, shall conform to all applicable development requirements, unless adjusted through a future land use action.



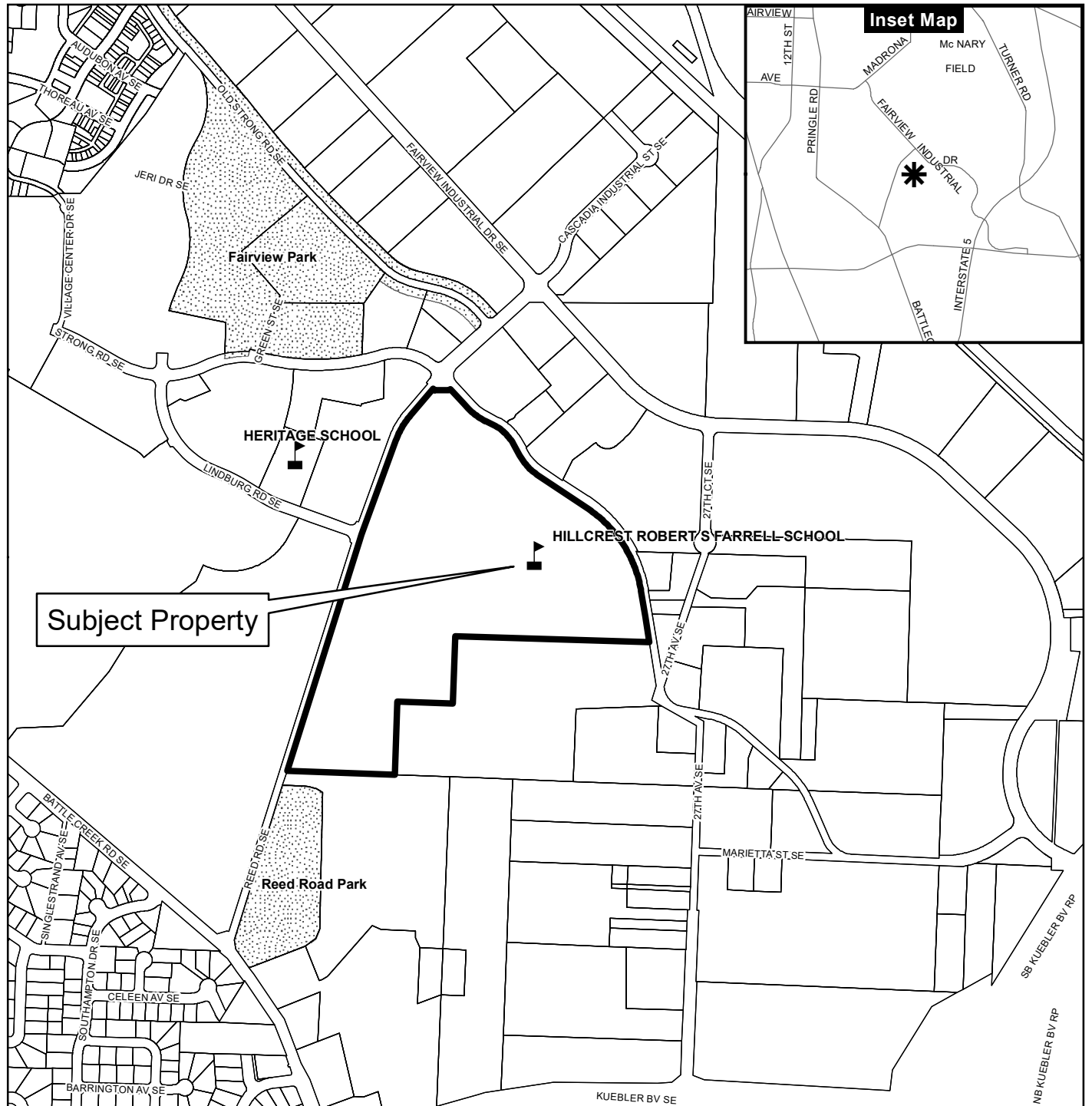
Jamie Donaldson, Planner II, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

Attachments: A. Vicinity Map
B. Proposed Site Plan
C. Applicant's Written Statement
D. Public Works Department Memo

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

Vicinity Map

2450 Strong Road SE



Legend

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

Parks

CITY OF Salem
AT YOUR SERVICE
Community Development Dept.

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0 100 200 400 Feet





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TRAFFIC/TRANSPORTATION

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JESSICA VORODERSTRASSE jnv@dksassociates.com

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1900 W. NICKERSON ST.
SUITE 201
SEATTLE, WA 98119

206.378.0569
www.greenbusch.com

VICINITY MAP

SHEET INDEX		
Sheet Discipline	SHEET NUMBER	SHEET NAME
General	CS	COVER SHEET/SHEET INDEX
Civil	C1.00 C2.00 C3.00	EXISTING CONDITIONS PLAN SITE PLAN GRADING AND UTILITY PLAN
Landscape	L1.00	LANDSCAPING PLAN
Architecture	A3.10 - A A3.10 - FS A3.10 - F A3.11 - F A3.10 - S A3.10 - Z A3.10 - N A3.10 - N	EXTERIOR ELEVATION - ADMINISTRATION EXTERIOR ELEVATION - FOOD SERVICE EXTERIOR ELEVATION 1 - FARRELL EXTERIOR ELEVATION 2 - FARRELL EXTERIOR ELEVATION - SCOTT EXTERIOR ELVATION - ZETA EXTERIOR ELEVATION 1 - NORBLAD EXTERIOR ELEVATION 2 - NORBLAD



QWNER
OREGON BEHAVIORAL HOSPITAL, LLC.
1333 2ND ST.
SUITE 650
SANTA MONICA, CA 90401

DAVID LEBOWITZ

MATTHEW TUVERSON

david@watchhillcapllc.com

matt@watchhillcapllc.com

OWNER REPRESENTATION
COMPASS PROJECT SOLUTIONS

www.compassinc.com

Owner RICARDO BECERRIL	503.614.4100 ricardo@compasspsinc.com
SENIOR PROJECT MANAGER MATT BRAUN	214.903.6727 matt.braun@compassinc.com

SITE ZONING:
PH (PUBLIC AND PRIVATE HEALTH SERVICES)

MARION COUNT ASSESSOR'S MAP AND TAX LOT NUMBER:
083W12B / 0149

LEGAL DESCRIPTION:
LEGAL DESCRIPTION PER TICOR TITLE COMPANY OF OREGON, ORDER NO.:
471820096556, WITH AN EFFECTIVE DATE OF AUGUST 13, 2020, 08:00 AM:

BEARING AT POINT BEING 29.922 DEGS NORTH 89°35'40" WEST FROM THE
 QUARTER CORNER OF SECTIONS 1 AND 12, TOWNSHIP 8 SOUTH, RANGE 3
 EAST, COUNTY OF CLATSOP, STATE OF OREGON; THENCE SOUTH 89°35'40" WEST 579.71 FEET TO THE EAST-
 RIGHT OF WAY OF MARKET ROAD 25, (REED ROAD); THENCE ALONG THE EAST
 RIGHT OF WAY OF MARKET ROAD 25, (REED ROAD), THE FOLLOWING
 COURSE: SOUTHWEST 43°54'41" EAST 130.40 FEET; SOUTH 17°27'16" EAST
 50.00 FEET; 178.65 FEET ALONG A 249.29 FOOT RADII CURVE TO THE
 RIGHT, (THE CHORD OF WHICH BEARS NORTH 27°48'10" EAST 17.00 FEET);
 NORTH 38°09'08" EAST 200.12 FEET; SOUTH 51°49'15" EAST 144.17 FEET;
 NORTH 89°00'58" WEST 77.03 FEET; NORTH 44°47'40" EAST 10.00 FEET TO THE
 EAST-LEFT OF WAY OF MARKET ROAD 25, (REED ROAD); THENCE ALONG THE
 WEST RIGHT-OF WAY OF MARKET ROAD 25, (REED ROAD), THE
 FOLLOWING COURSE: SOUTH 45°48'59" EAST 141.95 FEET; 117.85 FEET
 ALONG A 330.61 FOOT RADII CURVE TO THE LEFT, (THE CHORD OF WHICH
 BEARS SOUTH 45°48'59" EAST 141.95 FEET); 145.57 FEET; SOUTH 31°
 16'34" EAST 71.59 FEET; SOUTH 40°23'42" EAST A 295.86 FOOT RADII CURVE TO THE
 RIGHT, (THE CHORD OF WHICH BEARS SOUTH 40°23'42" EAST 295.86 FEET);
 SOUTH 58°32'48" EAST 148.82 FEET; 543.17 FEET ALONG A 660.35 FOOT
 RADII CURVE TO THE RIGHT, (THE CHORD OF WHICH BEARS SOUTH 34°
 53'11" EAST 527.99 FEET); SOUTH 11°04'59" EAST 276.01 FEET; THENCE SOUTH
 89°15'40" WEST 104.02 FEET; THENCE SOUTH 00°25'45" EAST 362.47 FEET;
 THENCE SOUTH 00°25'45" EAST 362.47 FEET; THENCE SOUTH 00°25'45" EAST
 395.00 FEET TO THE POINT OF BEGINNING.

**NOT FOR
CONSTRUCTION**

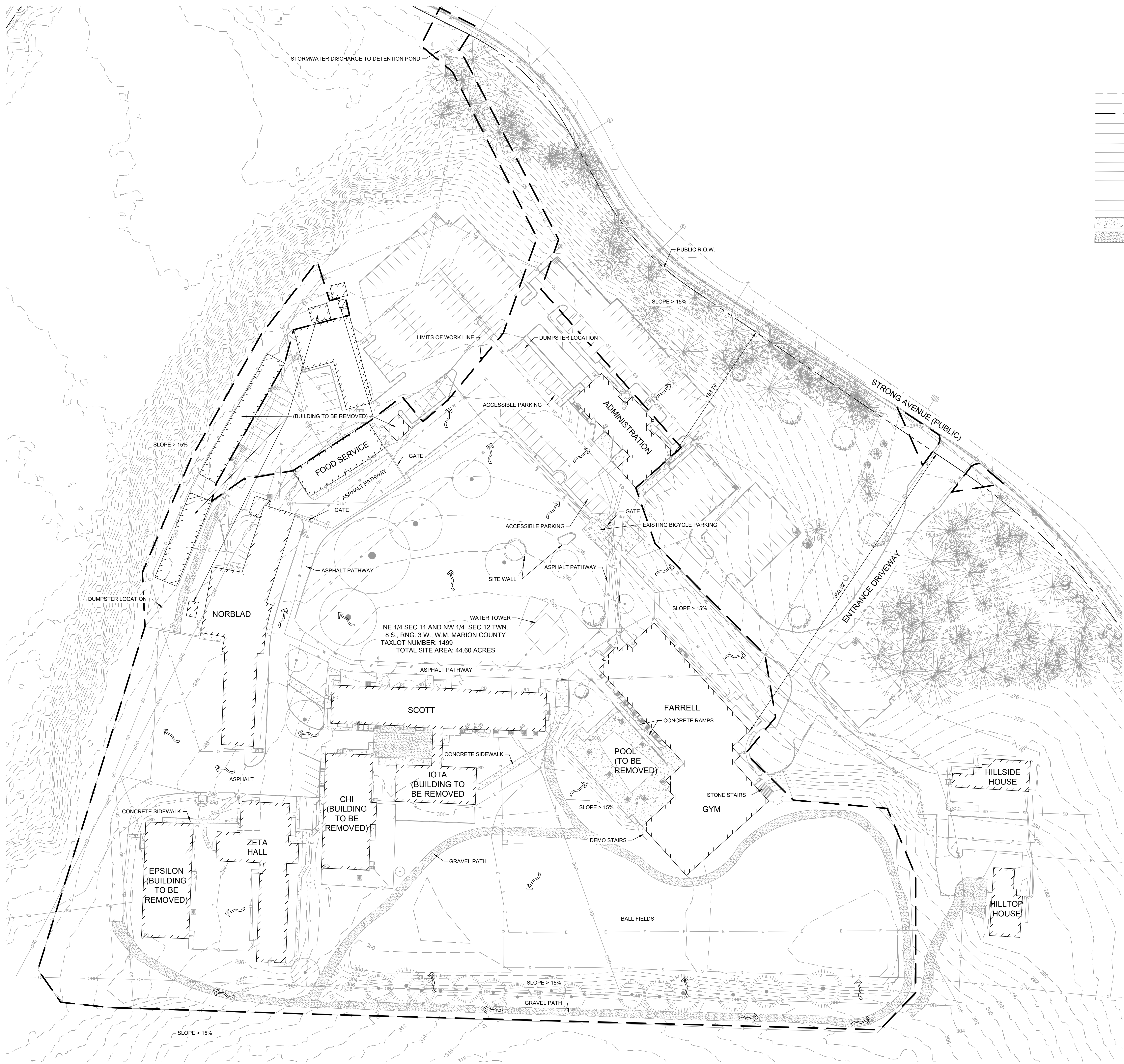
HILLCREST BEHAVIORAL HEALTH
2450 STRONG ROAD SE, SALEM, OR 97302

OREGON BEHAVIORAL HOSPITAL, LLC

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LEGEND

- EXISTING FLOW ARROW
- EXISTING CONTOUR
- PROPERTY LINE
- LIMIT OF WORK
- WATER
- STORM SEWER
- GAS
- ELECTRIC
- OVERHEAD POWER
- SANITARY SEWER
- TELEPHONE
- FIBER OPTIC
- FENCE - WOOD
- FENCE - CHAINLINK
- CONCRETE HATCH
- GRAVEL HATCH

GENERAL NOTE:

SEE LANDSCAPE BUFFER EXHIBIT WITH NARRATIVE

NOT FOR
CONSTRUCTION



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206.576.1600

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415.252.7063

ANKROM MOISAN ARCHITECTS, INC.



DAVID EVANS
AND ASSOCIATES INC.
2100 S River Parkway, Suite 100
Portland Oregon 97201
Phone: 503.223.6663

HILLCREST BEHAVIORAL HEALTH
2450 STRONG ROAD SE, SALEM, OR 97302

OREGON BEHAVIORAL HOSPITAL, LLC

REVISION	DATE	REASON FOR ISSUE

EXISTING
CONDITIONS PLAN

SITE PLAN REVIEW

DATE 03/01/22	PROJECT NUMBER 212020
SHEET NUMBER	C1.00

1505 5TH AVE, SUITE
SEATTLE, WA 98101
206.576.1600

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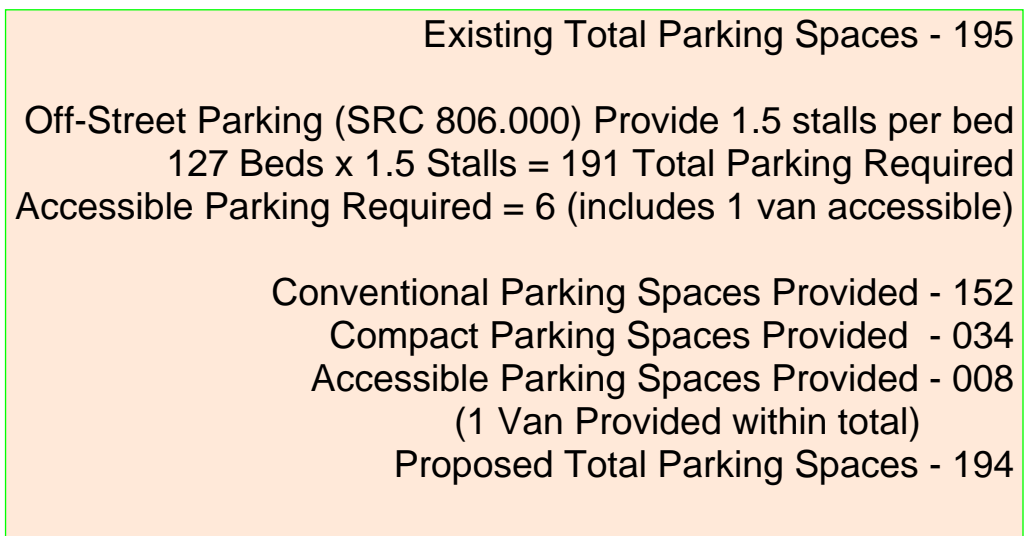
2100 S River Parkway, Suite 100
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Phone: 503.223.6663

2450 STRONG ROAD SE, SALEM, OR 97302

OREGON BEHAVIORAL HOSPITAL, LLC

REVISION	DATE	REASON FOR ISSUE

SITE PLAN REVIEW

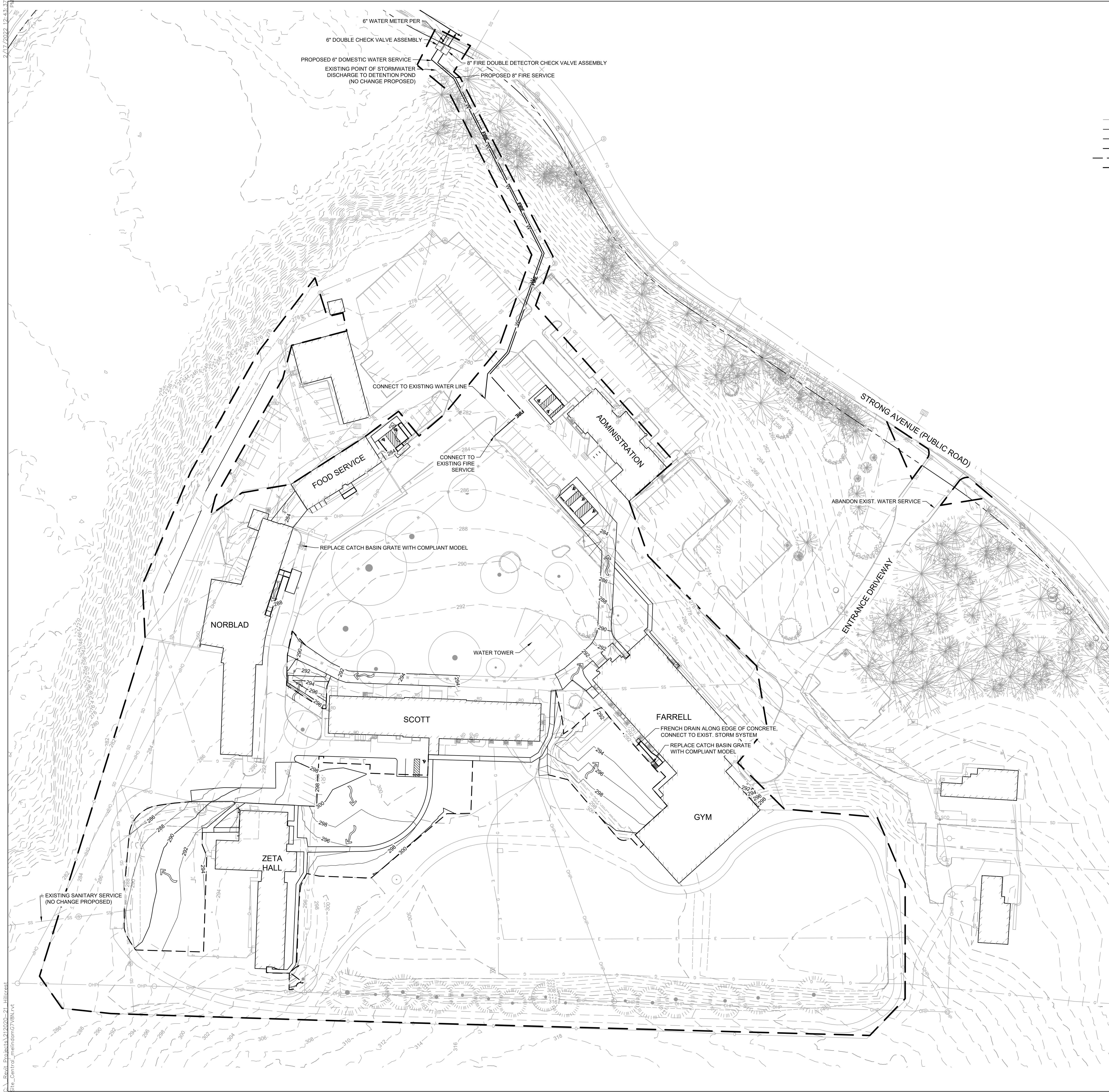
C2.00

LEGEND

-
- * ACCESSIBLE ENTRANCE
 ——— LIMIT OF WORK
 [Dotted Pattern] PROPOSED CONCRETE
 [Solid Grey] PROPOSED ASPHALT
 - - - - - ACCESSIBLE ROUTE OF TRAVEL
 - - - - - PROPERTY LINE

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Site_Central_melindam678N.rvt



- GENERAL NOTES:
1. THE MAXIMUM FIRE FLOW NEEDS ARE 3,875 GPM.
 2. THE MAXIMUM WATER METER SIZE IS 6\"/>

LEGEND

- 200 — EXISTING CONTOUR
— 200 — PROPOSED CONTOUR
— — PROPERTY LINE
— W — PROPOSED 6\"/>

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HILLCREST BEHAVIORAL HEALTH

2450 STRONG ROAD SE, SALEM, OR 97302

OREGON BEHAVIORAL HOSPITAL, LLC

REVISION	DATE	REASON FOR ISSUE

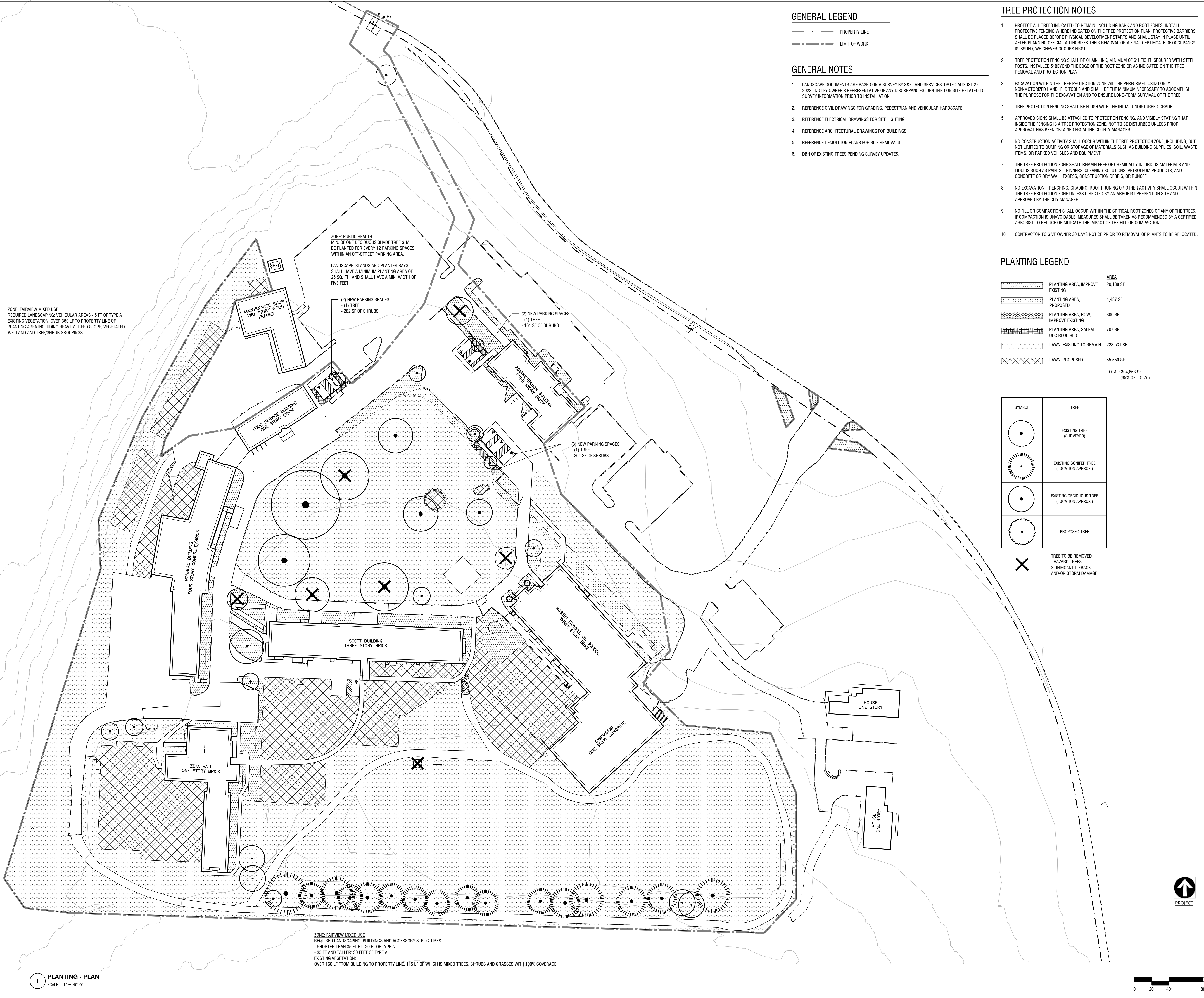
PRELIMINARY
GRADING AND
UTILITY PLAN

SITE PLAN REVIEW

DATE 03/01/22	PROJECT NUMBER 212020
SHEET NUMBER	C3.00

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2450 STRONG ROAD SE, SALEM, OR 97302
OREGON BEHAVIORAL HOSPITAL, LLC

REVISION	DATE	REASON FOR ISSUE

LANDSCAPING PLAN

SITE PLAN REVIEW

DATE 03/01/22	PROJECT NUMBER 212020
SHEET NUMBER	L1.00

June 8, 2022

Planning/Permit Application Center
City Hall
555 Liberty St SE, Room 320
Salem, OR

Application for Class 2 Adjustment

ADJUSTMENT REQUEST

SRC 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. (B) If located within a residential zone, the proposed development will not detract from the livability or appearance of the residential area. (C) If more than one adjustment has been requested, the cumulative effect of all the adjustments result in a project which is still consistent with the overall purpose of the zone.

Based on SRC 250.005(d)(2), the project team is requesting an adjustment from the pedestrian access standards required by the City's Unified Development Code. Access to Strong Road would require significant construction due to the steep hill and connection to Reed Road would require building down and through a wetland. With the scope of the work being interior tenant improvements, and updating the ADA, we are asking for the adjustment to not provide the connections and the parking lot landscape/tree requirements of the existing lots not in our scope of work.

In Response to the above:

- (A) (ii): The proposed development is better met by providing internal site improvement connections within the site achieve the connection for the people using the site. Given the program of the proposed residential treatment facility, it would be evident that neighborhood residents and local business staff will not have a need to walk to this location from either street. Residents in treatment will also not leave the site on foot or by bicycle, they are to remain on the campus and the program does not want them to leave this campus. The site improvements currently shown for ADA access from building to building is minor in scope; the burden of connecting to adjacent streets would be excessive and is not needed by the community or Hillcrest's program. We better meet the standard by creating new internal connections between the buildings for staff and residents to access the buildings that they need to use. This is a closed campus so the community will not be walking into this campus with the residents being driven here and staying on campus until treatment is completed.

INTERIOR LANDSCAPING: Sec 806.035 and 807

Requirements for landscaping at off-street parking in this section will be met in areas where new parking is created to improve accessibility (ADA) on the campus. The internal parking spaces are existing to remain and are out of our scope of work. Where we are updating parking to provide better internal connections and ADA code requirements, we are surrounding it with landscape and meeting the zoning requirements. The internal parking that we are asking the adjustment for is still heavily screened with perimeter trees from neighbors/street views and the sizes of parking spaces meet zoning code. The majority of off-street parking asphalt is existing and will neither be replaced nor resurfaced. Therefore, we request adjustment from landscape islands, trees or other requirements outlined in areas that will remain unimproved. Also, the campus as a whole is surrounded by natural growth including forested areas and green space. This campus greenery/landscape is equal to or better meets the UDC intentions.

(B) This is not within a residential zone; it is in the PH-Public Health zone. The campus will still be screened by all of the existing trees which are to remain. Neighbors will not see anything different from Strong Road besides the removal of the security fence. This will not impact the livability of the apartments across from Reed Road as the wetlands and the trees to remain on the bluff.

(C) There are (2) adjustments being requested:
#1 Connections to Reed Road and Strong Road
#2 Landscaping in vehicle areas

For the two connections down to Reed Road and Strong Road and the interior landscaping within the existing parking lots that are to remain not a part of our scope. There is a buffer around all of the lots to the neighborhood that remains. Where we are modifying parking, we are bringing those areas into compliance with landscaping and trees. We are updating the connections for the internal circulation for the treatment and healing of the residents and allowing staff to move between the buildings and around the site.

The overall purpose of the zone is the Public Health, and the site improvements are being made to how the residents and staff will interact within the heart of campus as well as maintaining the dense campus perimeter landscape. The improvements to the campus are providing more pervious and landscaped areas for the use of residents in their treatment.

SUMMARY TABLES (Checklist Requirement #13)

Zoning Designations	South of Salem Airport (within Airport Overlay) and within the Urban Growth Boundary
Zoning	Airport Overlay Zone
	PH –Public Health
Abutting Zones	Abutting RA (Residential Agriculture) and RM2 (Multiple Family Residential 2) to South FMU (Fairview Mixed Use) to the West IC (Industrial Commercial) and IBC (Industrial Business Campus) to the Northeast.

Total Site Area	
Property Size	44.6 acres
Scope of Project	10.49 acres

Building (all existing)	Gross Floor Area	Occupancy/Use	Height	Other
Administration Building	17,100 sf	B, Admin	35'-0"	Staff admin, not patient care
Food Service (Former name, not current function)	3,000 sf	B, Admin	23'-8"	Intake, outpatient care
Norblad	31,270 sf	A-2/B, Ground; I-1 Condition 2 Levels 2-3	36'-7"	Residential treatment + supportive services
Scott	27,930 sf	B, Ground; I-1 Condition 2 Levels 2-3	43'-1"	Res treatment + supportive services
Zeta	7,700 sf	B & 1-2 Condition 1	16'-3"	Detox
Farrell	17,100 sf	B/E	54'-6"	Treatment/classrooms

NOTE 1: Two pre-manufactured resident/classroom buildings, Iota (prison cells) building connected to Scott, and several outbuildings are to be demolished and are not included in the table above.

NOTE 2: No future phases are planned for this campus.

Itemized Parking Counts (See Parking Exhibit)			
	Existing	Required	Proposed
Accessible Stalls	6		6 (with one Van)
Standard Stalls	187 (34 are compact)		189
Total	195	191	194

NOTE 1: The existing parking will not be improved or restriped except in limited patch-and-repair scope. Parking improvements are limited to providing ADA spaces and entry access.

NOTE 2: Off-street parking (SRC 806.000) Provide 1.5 stalls per bed. 127 beds x 1.5 = 191

Total Lot Coverage (in project scope)		
	Impervious	Pervious
Existing	274,054 sf (6.29 acres)	1,668,722 sf (38.31 acres)
Proposed	246,964 sf (5.67 acres)	1,695,812 sf (38.93 acres)

NOTE: See Exhibits C and D for plans showing pervious/impervious locations



MEMO

TO: Jamie Donaldson, Planner II
Community Development Department

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

DATE: July 13, 2022

SUBJECT: **PUBLIC WORKS RECOMMENDATIONS**
SPR-ADJ22-33 (22-105098; 22-105099)
2450 STRONG ROAD SE
SITE IMPROVEMENTS FOR CHANGE OF USE

PROPOSAL

A consolidated application containing a Class 3 Site Plan Review for various site improvements associated with a change of use from juvenile correctional facility to behavioral health facility (medical center), including ADA ramps and parking improvements and internal pedestrian connections, with Class 2 Adjustment requests. The subject property is approximately 44.6 acres in size, zoned PH (Public and Private Health Services) and RA (Residential Agriculture) and located at 2450 Strong Road SE - 97302 (Marion County Assessor's Map and Tax Lot number: 083W12B / 1499).

RECOMMENDED CONDITIONS OF APPROVAL

1. Extend a minimum 12-inch public water main in Strong Road SE to the site from the intersection of Strong Road SE and Reed Road SE.

FACTS

Streets

1. Strong Road SE
 - a. Standard—This street is designated as a Collector street in the Salem TSP. The standard for this street classification is a 34-foot-wide improvement within a 60-foot-wide right-of-way.
 - b. Existing Conditions—This street has an approximate 32-foot improvement within a 60-foot-wide right-of-way abutting the subject property.

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

2. Reed Road SE

- a. Standard—This street is designated as a Minor Arterial street in the Salem TSP. The standard for this street classification is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
- b. Existing Conditions—This street has an approximate 26-foot improvement within a 70-foot-wide right-of-way abutting the subject property.

Storm Drainage

1. Existing Conditions

- a. An 18-inch storm main is located in Strong Road SE and extends onto the subject property within an easement.

Water

1. Existing Conditions

- a. The subject property is located in the G-0 and S-1 water service level.
- b. A 16-inch water main is located at the intersection of Strong Road SE and Reed Road SE. Mains of this size generally convey flows of 3,800 to 8,800 gallons per minute.

Sanitary Sewer

1. Existing Conditions

- a. An 8-inch sewer main is located in Strong Road SE.
- b. A 15-inch sewer main is located in Reed Road SE.

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.

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

SRC 810.020 requires a geological assessment or report when regulated activity is proposed in a mapped landslide hazard area. The applicant's proposal is not a regulated activity according to SRC 810.

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

Finding—The existing street system is adequate to serve the proposed development and the development is not proposing a building addition subject to SRC 803.040(a); therefore, no right-of-way dedication or street improvements are required.

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 existing driveway access onto Strong Road SE provides for safe turning movements into and out of the property.

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

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

The existing development is served by a private well with an emergency connection to City water for fire protection only. The applicant's preliminary utility plan shows a new connection to City water in Strong Road SE pursuant to SRC 802.015. There is not an existing public water main in Strong Road SE to serve the development. City water is

available at the intersection of Strong Road SE and Reed Road SE. As a condition of approval, the applicant shall extend a minimum 12-inch water main to the site from the intersection of Strong Road SE and Reed Road SE.

Condition: Extend a minimum 12-inch public water main in Strong Road SE to the site from the intersection of Strong Road SE and Reed Road SE.

The applicant shall be required to design and construct a storm drainage system at the time of development. The application shall provide an evaluation of the connection to the approved point of discharge for new areas of impervious surface per SRC 71.075.

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

Prepared by: Laurel Christian, Program Coordinator
cc: File